

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

VOL. XLVII. No. 10.
WEEKLY.

BALTIMORE, MARCH 23, 1905.

\$4.00 A YEAR.
SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS' RECORD PUBLISHING CO.

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OFFICE: MANUFACTURERS' RECORD BUILDING,
BALTIMORE.

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SUBSCRIPTION, - - - - \$4 a Year.
TO FOREIGN COUNTRIES, - 26s. 6d. a Year.

BALTIMORE, MARCH 23, 1905.

Referring to a booklet recently published by the MANUFACTURERS' RECORD showing the increase in Southern wealth, Mr. L. L. Gilbert, secretary of the Commercial and Industrial Association of Montgomery, Ala., writes:

You have certainly compiled some very valuable information which should be scattered broadcast by every organized interest in the upbuilding of the South.

The booklet has been reproduced in many ways by business men, and one of the latest ways is its embodiment in a little pamphlet issued by the New St. Charles Hotel at New Orleans, setting forth why that city should be visited.

Martin & Co. of Paris, Texas, write that they had sent a copy of the booklet to a financier in Paris, France, who is interested in the South and makes a requisition for a large number of a French edition if it shall be issued.

COTTON WAREHOUSING.

In its Tuesday's summary of the cotton situation the New Orleans *Times-Democrat*, after stating that many bales of actual cotton must be added to New York's scanty stock ere the danger of a squeeze shall have been minimized, and that the farmer evidently has no intention of helping the bears out of the hole they have put themselves in so long as values stay where they are, says:

Another year will probably witness the inauguration of some broad, big and practical scheme of cotton warehousing which will enable the farmer to hold his cotton just so long as he may desire at minimum expense and at minimum loss. All of which will aid very largely in the intelligent marketing process, which at a maximum expense has, since December 3, accomplished genuine wonders. Yesterday's bad weather map and worse forecast were potential factors behind the good undertone which, at the final gong, left the price at the highest of the day.

The *Times-Democrat* is absolutely correct. More than 50 years ago a convention of cotton planters held in Tallahassee, Fla., as was recalled several months ago by the MANUFACTURERS' RECORD, planned for a cotton-warehousing system capitalized at \$20,000,000 for the purpose of overcoming the effects on prices and consumption of irregular production of the staple either

by the act of man or from natural causes. It was pointed out that a careful examination of the history of crops in the preceding 25 years abundantly showed that the difficulties of the planters had not been due to overproduction of cotton, but to irregular production, and the warehousing system was suggested as the remedy.

The past six or eight months have demonstrated that because of fair prices received for two or three preceding crops a greater number of planters than ever before have been financially able to hold their cotton, instead of rushing it to market as soon as picked, and the past three months have been notable for manifestations of this ability strengthened by co-operative determination to resist uncalled-for pressure upon prices. As the *Times-Democrat* indicates, the planters have accomplished wonders in demonstrating the value of an intelligent marketing process. That demonstration, which has been accompanied by a revelation of the strength of banking interests in the South, has emphasized the practical advantages as well as the need of suitable carrying warehouses in order to make unnecessary in the future a rush of cotton upon the markets where unsleeping interests may be expected to give more influence to the rush than conditions may justify. By the warehousing system the farmers would be able to steady the market, and instead of selling the whole crop in two or three months, they could let go their cotton to meet legitimate market demands and could carry the balance on warehouse receipts. Such a system would make impossible of success efforts always made by speculators to break down prices during the summer and to hold them down until the cotton is out of the growers' hands, in order that the later advance inure to the foreign buyers and speculators. A proper warehouse system will prove of infinite value to the South, and when it has once been established the whole cotton world will wonder that such a consummation so much needed was so long delayed. Planters have demonstrated that the time is now ripe for the warehousing system, and every factor of activity and progress, financial, commercial, transporting and agricultural, in the South is equally and vitally interested in such an undertaking.

LABOR-SAVING DEVICES.

Mr. F. M. Cockrell, Jr., gave a demonstration last week of a cane harvester upon which he has been working for several years. The demonstration was witnessed by President Edwin B. Craighead of Tulane University, Prof. L. W. Wilkinson of the chair of experimental engineering of the University, and others. President Craighead expressed confidence that the harvester will be a success after the correction of a few simple details, and that the harvester could be out into the field early this fall. Professor Wilkinson alluded to the four purposes of the machine—the gathering

up of the cane if it should be tangled and down, the cutting of it, the stripping and the topping of it—and said that he had believed that cane could not be topped successfully by machinery, but now, after seeing the Cockrell device, he had changed his mind and believed that the machine will top cane more perfectly than would be possible by hand. Another expert expressed the opinion that the invention is the greatest that the sugar planters have ever seen, and would materially lessen the cost of raising sugar. The success of the invention may be expected to lessen the demand for human labor on the sugar plantations, and in that way tend toward the solution of the Southern agricultural labor problem, ever becoming more perplexing, however bountiful nature may now and then give unexpected relief for the moment. The solution of the problem will be still further neared when a practical and economic cotton-picking machine shall have gotten to work. That machine must come as sure as cotton will continue to grow in the South.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 63, 64 and 65.

NEW COAL ROADS IN PROSPECT.

The efforts of several railway corporations to build new lines from Southern coal fields to seaports on the Atlantic coast promise to rival the endeavors of various grain-carrying railroads to provide themselves with tidewater terminals at points on the Gulf of Mexico. Developments of the last year or two indicate that at least four or five new roads devoted principally to mineral traffic are to be built from the mountains to the Atlantic seacoast. Probably all of this number will be completed within the next five years, some of them no doubt much sooner. Yet there are still other projects for railroads from coal fields in the Appalachian region to tidewater, but which are only now in embryo. With respect to those which promise to be completed within the period named it must be noted that they cover two lines from the Toms Creek and Crane's Nest coal fields, another from the interior of West Virginia, another from the northern part of the West Virginia coal region, and a fifth from the Birmingham district.

Considerable attention has for some time been directed to the rivalry of several railroad companies to get lines up the Clinch river valley to the coal territory lying around Toms Creek and in the region of Crane's Nest river. This situation has lately been rendered more interesting by a survey for the Southern Railway Co. between Marion, N. C., and Johnson City, Tenn., presumably, though not assuredly, for the purpose of connecting with either the Virginia & Southwestern Railway or the South & Western Railway, both of which, as has heretofore been announced, project

lines to points in the vicinity of Toms Creek. It must also be noted that the extension now under construction by the Interstate Railroad is believed to be connected with the aspirations of some larger corporation to get into those rich coal fields.

While it has been generally understood that the South & Western Railway was planning to connect with the Seaboard Air Line at some point in North Carolina, the Virginia & Southwestern interests several months ago secured their own charter to build an independent route across the State of Virginia to reach tidewater at some point presumably near Hampton Roads. The plans of the Southern Railway have not been disclosed, but the opinion has been advanced that the object of the company is to make a coal route from the Virginia fields to a seaport at Charleston, S. C. It is expected that two roads at least will be built from the Toms Creek region.

But interesting and important as is the railroad situation with respect to the coal territory in Dickenson and Buchanan counties in Virginia, another coal-carrying plan, first disclosed a year or more ago, has lately sprung actively into public notice. This is the Deepwater and Tidewater railways scheme to convey coal from the interior of West Virginia to Sewall's Point, near Norfolk, with the intention of conducting a large export business. That portion of the railroad lying in West Virginia is well advanced in construction, having been started some time ago with a five-mile stretch of line as a nucleus. But the Virginia portion, known as the Tidewater Railway, was apparently in danger of being abandoned; in fact, there were from time to time rumors that it had been given up, notwithstanding the fact that simultaneously with these rumors came reports of engineers and right of way agents being at work at various points in Virginia preparing for the impending construction of the line. Until recently, however, nothing definite respecting the building of this road had for some time emanated from official sources, so that when about two weeks ago President Page made the announcement that contracts would soon be let for 100 miles of the line from Norfolk westward, it came in the nature of a real surprise. This was followed by the engineer's advertisement for bids to undertake the work. Therefore the prospect appears encouraging for another coal-carrying line across the State of Virginia within the next two or three years. This will, in fact, give, when completed, a road from the Kanawha river to the Chesapeake bay.

Right upon the heels of this announcement came the news that the Atlantic & Birmingham Railway had begun work upon its long-proposed extension from Montezuma, Ga., to the mineral region of Alabama. But this has also caused a genuine surprise in the provision for a branch line from Atlanta, Ga., to the extension, which will thus make a third railroad from the

Georgia capital to Birmingham, Ala., a road that will be nearly, if not quite, as short as either of the two existing routes. What is to be the purpose of this addition to the extension has not developed, but as both the Southern Railway and the Seaboard Air Line have their own routes to Birmingham, it may be suggested that the Atlantic Coast Line might find the new road of advantage to secure a share in the freight traffic coming out of the Birmingham district. Yet there is no warrant for this supposition beyond the probability that if any other road other than the Atlantic & Birmingham be interested in the Atlanta extension, the one which would appear most likely to have any concern in it is the Atlantic Coast Line. As for the main line which will be provided for the Atlantic & Birmingham, that will afford a comparatively short and easy route from the great coal and iron center of Alabama to the sea, with export terminals at Brunswick, Ga.

Another coal and coke road which will be completed much sooner than any of the other projects here named is the Cumberland extension of the Western Maryland Railroad. It is to be finished this year, and by uniting with the West Virginia Central will make a through coal route from the fuel territory in the north-central part of West Virginia to tidewater at Baltimore. Already this route is handling not a little coal through traffic arrangement with the Baltimore & Ohio, by which means the West Virginia Central cars go from Cumberland to Cherry Run, thus reaching the Western Maryland.

There have from time to time been other coal routes suggested in the various States south of the Potomac and along the Atlantic seacoast. In some instances companies have been incorporated proposing to build entirely new lines, while other parties have worked on plans contemplating the use of existing roads to provide part of their routes. Thus far, however, these schemes have not tangibly developed, although it appears probable that the next two or three years will witness additions to the number of railroad companies planning to get a share of the coal and coke traffic in the eastern portion of the South.

ENCOURAGING COTTON HOLDERS

In his March edition of "Cotton Facts" Col. Alfred B. Shepperson quotes a letter from a prominent Liverpool firm of date February 18, as follows:

We are informed that the whole of Lancashire is practically under contract, or just about to get under contract (for the sale of their production), to the end of 1905, and quite a number of orders have been put through for January, February and March, 1906, while deliveries for May, 1906, have been dealt in. The encouraging state of affairs is shown by the expansion of mill construction in Lancashire, some 33 mills being in course of erection or planned. On the Continent we cannot report such a brilliant outlook, but Germany, Austria, Italy, Spain, etc., are doing well, while France, Russia and Belgium are complaining.

On similar lines is the letter of Messrs. A. Hannay & Co., one of the oldest and most representative cotton firms of Liverpool, who write under date of March 7 to Messrs. Atwood Violett & Co. of New York as follows:

The accounts from Manchester all point to continued activity and a business unprecedented in volume and in the time over which the engagements are spread. Take the following transaction as an instance: 750,000 pieces of shirtings, to be delivered 20,000 a week, beginning next November, which will run into June or July, 1906, before the contract is completed.

The question may be asked, What profits are manufacturers making? On this point we read in a Manchester circular that three shillings per week per loom might be taken

as a moderate estimate of manufacturers' present profits. (We are told this estimate is much under the mark.) The last return of looms in this country was 719,398; so this would mean a profit of £107,910 per week, or £5,611,320 per annum.

We will not try to guess what spinners are making. They deserve it all, and may be congratulated on this era of prosperity after a long period of depression.

We need say nothing more of trade, but can we wonder if the grower of cotton, when he hears of this prosperity (which it must be remembered was not started by low prices, but began with cotton at 5½d. to 6d.), feels a little bitter against the ginners' reports and subsequent operations of men who neither toll nor spin nor manufacture anything except paper contracts? He may be forgiven for thinking that but for these he would have got 5½d. for cotton today.

The suggestion in the concluding paragraph regarding the feelings of the grower of cotton is quite timely, as the Southern growers are still facing the operations which contributed not a little to the slump in prices for cotton last December. The suggestion as well as the facts coming from Liverpool should encourage the growers to maintain to the utmost the fight which they have been making for months against the efforts to depress prices made by men who neither toll in the cotton fields nor spin in the factories. It is a warning against the manipulators of the markets, and should lead the growers to hasten, by conservatism in planting and in handling the crop, the day when the power of the manipulators shall be reduced to the minimum, if not entirely overcome.

AN UNFORTUNATE CAMPAIGN DOCUMENT.

If, as is reported, Mr. J. Pope Brown of Hawkinsville, Ga., is a candidate for the gubernatorial nomination in Georgia, misguided enthusiasm of some would-be friend is making a grave mistake in resurrecting for circulation as a broadside a letter of last June attributed to Mr. Brown. In it are the following statements:

The labor problem is one that has given the farmers of the South a great deal of concern ever since the war. It has been the great problem of problems. A great many men today would be out farming were it not for the labor problem. It has run many a man from the farm and has kept a great many from going there. As to the introduction of any foreign labor, I am not prepared to say that that would be advisable from the farmer's standpoint. The introduction of more and cheaper labor would mean the production of more and cheaper cotton. That would be very interesting from the standpoint of the manufacturer, but I do not see where the farmer would get anything out of it. It was claimed in the beginning of this year that it would be impossible for the South to raise too much cotton the present season. The Atlanta Constitution advised the planting of a big crop, and went on to say that the world needed the cotton—was obliged to have it—and that no matter how much was made it would bring a big price this fall. A few days after that a gentleman in our State who is interested in the purchase of cotton came out and endorsed the views of the Constitution. A few days afterwards Mr. Edmonds, who is the editor of the MANUFACTURERS' RECORD, came out in an interview endorsing the position of the Constitution and advising the farmers of the country to plant cotton. The whole idea, from beginning to end, was to plant cotton.

It is possible, however, that those who are talking about enough cotton and too much cotton are doing it entirely in the interest of low prices. In other words, they are representing the bears. It is hard to know what to believe, but in all of this business it seems to me I see a well-formed and deep-laid scheme to create the impression that a large crop ought to be planted and will be made, thereby depressing the value of cotton in the interest of the cotton-buyer to the injury and loss of the cotton-planter. The farmers are without organization, and I suppose they will let them do it unless some other Sully should appear upon the scene later on to bull the market.

Surely no candidate for governorship of the great State of Georgia, with its manufacturing and agricultural inter-

ests so interdependent and with the ever-pressing demand for accuracy of observation and breadth of judgment on the part of men who should direct its affairs, can desire such sentiments to be taken as a measure of his ability and policy.

The Atlanta Constitution is well able to speak for itself, though one must note the absurdity of the suggestion in the Brown letter that the Constitution could be a planner in any scheme calculated to injure in any way cotton planters or any other class of Georgians. Georgia knows the Constitution too well to give serious heed to such a thought. Equally well known is the position of the MANUFACTURERS' RECORD. But the Brown letter shows its author so far astray that we may recall a few facts. Our position as to the planting of last year's crop was pretty clearly set forth in our issue of January 28, 1904, as follows:

Last year the South had about 28,000,000 acres in cotton—an ample area under ordinary conditions for the present. Had the weather been propitious, the yield per acre equal to the average of the two preceding years, the crop would have been about 11,000,000 bales; had the yield per acre been equal to the average for the three years from 1898-99 to 1900-1901 the crop would have been about 12,500,000 bales, and had it been equal to the average of the three years from 1895-96 to 1897-98 it would have been 13,000,000 bales. The shortage in last year's crop was due not to lack of acreage, but to the remarkable weather conditions, beginning in the spring, when continued cold, wet weather delayed planting throughout the South for over a month. With 28,000,000 acres in cotton this year it is possible, with good weather conditions, to produce certainly as high as 12,000,000 to 12,500,000 bales, though there may be some question whether that amount of cotton can be picked with the present labor supply. We believe that the shortage of cotton throughout the world and the increased consumption make it exceedingly desirable from every point of view that the coming crop should be 11,500,000 to 12,000,000 bales, and that even at that figure it should command somewhere in the neighborhood of 10 cents a pound, if not more; but if the season should open with a large increase in acreage, without regard to whether it can be properly cultivated and fully picked, there might be such a combination of forces as to beat prices down below a fair level.

The MANUFACTURERS' RECORD trusts that the South may never again have to face such low prices for cotton as those which prevailed during the period of extreme depression from 1891 to 1898. We believe that we have entered upon a period to run for several years of a much higher range of prices, but to make sure of this it is essentially important that the South should raise its own foodstuffs; that instead of lessening its attention to diversified agriculture it should give still greater attention to corn and wheat and oats and other foodstuffs, and that then, and then only, should it make a gradual increase in cotton acreage sufficient to meet from year to year the rapidly-increasing consumptive wants of the world.

The interest of the MANUFACTURERS' RECORD in the cotton growers was clearly set forth, too, in the interview published in the Constitution of April 19 last, to which Mr. Brown seems to refer. That was uttered in defense of Daniel J. Sully, and should utterly remove Mr. Brown's suspicions about our being in any scheme for the benefit of any special interest. Referring to an interview of the preceding summer, the April interview said:

At that time I called attention to the fact that 10 to 12-cent cotton would give to the South a net profit over the low prices of recent years of, say, \$200,000,000, or more than the total capital invested in all the cotton mills of the South. Even though high prices for the raw material might somewhat lessen the profits of manufacturers, the cotton-mill people of the South at least should rejoice at an advance which means such unbounded prosperity to this section, and even New England mills, so deeply interested in schemes to improve the conditions of education and labor in the South, should be willing to show philanthropy in the practical way of rejoicing that a million Southern farmers, white and black, had been enriched, even though the scarcity of cotton had tem-

porarily lessened the employment of a few thousand of their own mill operatives. But I am afraid New England mills are almost as selfish in this particular as those of Europe, and that many of them endorse the hope expressed by the president of the New England Cotton Manufacturers' Association that other countries may develop cotton-growing in order to make New England spinners less dependent upon the South. And even some Southern spinners may have taken this narrow view, but surely most of them must see that the great prosperity which 10 or 12-cent cotton means to the whole South eventually means far greater prosperity and far greater opportunities for everybody than six or seven-cent cotton.

The world needs a very great increase in the growth of cotton. The aim of this section should be to raise more cotton and better cotton to meet the increasing consumptive requirements, for it is hardly possible that for some years we shall be able to make a larger crop than is actually needed at good prices. We ought to look forward to 15,000,000 bales as a necessity within a few years or else the world will practically face a cotton famine. The cotton question is not sectional only; it is not national only, but international. The measure of a nation's civilization may be gauged by its cotton-goods consumption, and that industry, possibly the greatest in the world when considered in all its ramifications, would be seriously menaced should the growth of the cotton crop not be materially increased during the next few years.

These extracts show how far astray the letter credited to Mr. Brown is regarding the attitude of the MANUFACTURERS' RECORD toward the cotton planter. In advance of planting time last year we urged an acreage 3,000,000 or 4,000,000 less than the acreage that subsequently was actually planted, and, while looking to the time when 15,000,000 bales of cotton would be demanded of the South by the world, we have urged only conservative increase from year to year to meet actual demands, and at the same time more and more attention to diversified farming for home uses and for other markets as a sure balance against overproduction of cotton in any one year, together with the establishment of an adequate warehouse system upon a strictly business basis to care for possible surpluses. In all of that we have had at heart the interests of the whole South—agricultural, manufacturing, transporting and commercial—and, indeed, of the whole country so involved in the sustained and steady prosperity of the South. Nothing has happened to change our views, notwithstanding results of a perfect cotton-making season or a gubernatorial campaign in Georgia.

Mr. J. Pope Brown should revise his letter or cut it out of the campaign.

SELLING COLLEGES.

The New York Sun published the other day the bargain offer of a Virginia college for sale. The offer was sent to an officer of Columbia University, New York, under the impression that he might know of some one seeking such an educational bargain. The thing ought to have been sent direct to some representative of Ogdenism, under the auspices of which at least three Southern colleges have been "sold" without their knowing it.

ELECTRICAL ENGINEERS IN THE SOUTH.

The American Institute of Electrical Engineers will hold its annual convention June 19-23 at Asheville, N. C. Among the papers to be presented will be "Appalachian Water-Powers," by F. A. C. Perrine of New York; "Three-Phase Traction," by F. N. Waterman of New York; "Coil Resistances," by D. B. Rushmore of Pittsfield, Mass.; "Limits of Injurious Sparking by Direct-Current Commutation," by Thorburn Reid of New York; "A Study in the Design of Induction Motors," by C. A. Adams of Harvard Uni-

versity; "Choice of Motors in Steam and Electric Practice," by William McLellan of the University of Pennsylvania; "High Potential Oscillations of High Power in Large Power-Distributing Systems," by Charles P. Steinmetz of Schenectady, N. Y., and "Theoretical and Experimental Investigation on the Disruptive Strength of Air at Very High Voltage," also by Mr. Steinmetz. Such is the partial program which will, it is announced, include papers dealing with mill equipment and other means of applying electricity in the South. This will be the first time that the institute shall meet in the South. Mr. John W. Lieb, Jr., is president of the association, and Mr. Ralph W. Pope, secretary.

PLANS TO REBUILD AUSTIN DAM.

The municipal authorities of Austin, Texas, have recently been giving some consideration to plans for rebuilding the Austin dam. H. A. Wroe, city treasurer of Austin, writes the MANUFACTURERS' RECORD as follows regarding the project: "We are going to have our charter amended so as to enable us to lease or make any contract that will secure the firm, individual or corporation that will advance the city money to rebuild the dam. We, of course, have to get the unanimous consent of all the bondholders before we can make this contract, even if the legislature does grant us the amendment to the charter. The city now is operating her water and light plant with steam at the cost of about \$110,000 per annum. Before the dam was washed away it only cost about \$30,000 to operate the plant; so I have taken this matter in hand and intend to make a success out of it. The capital to be invested will be about \$400,000. We have not employed any engineer or architect, and will not until we find out we can secure the necessary funds. The dam washed away about five years ago. The original cost of this dam and the entire plant, including about 75 miles of water pipe, was about \$1,600,000. We have all the material on the ground that the dam was originally constructed with, and there is now about 700 feet of this dam that is intact. The original length was about 1100 feet. The part washed away was moved down the river probably 50 to 200 feet."

THE COTTON MOVEMENT.

In his report for March 17 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 198 days of this season was 10,135,647 bales, an increase over the same period last year of 1,112,445 bales; exports were 6,050,964 bales, an increase of 971,203 bales; takings were, by Northern spinners, 1,610,754 bales, a decrease of 235,449; by Southern spinners 1,425,119 bales, an increase of 55,260 bales.

Water-Powers of Alabama.

A paper entitled "Water-Powers of Alabama," which was prepared by Mr. Benjamin M. Hall, has recently been published by the United States Geological Survey. It gives short descriptions of the water-powers in the crystalline and Paleozoic regions and estimates showing their horsepower, and is intended to meet the demands of those who are interested in water-powers and desire to have in one volume the records and results of all the hydrographic investigations from 1896 to the present. The water-powers of Alabama are conveniently located for running cotton factories and other manufacturing plants, and also for generating electricity that can be transmitted to cities for power, light, etc. The large powers are all close to lines of water transportation, and are also on important railroads.

The five principal drainage basins of the State are the Apalachicola basin, draining to the Chattahoochee and Apalachicola

rivers and entering the Gulf at Apalachicola, Fla.; the Choctawhatchee basin, draining to the Gulf through Choctawhatchee bay; the Pensacola basin, draining to Pensacola bay and Perdido bay, near Pensacola, Fla.; the Mobile basin, including the waters of Tallapoosa, Coosa, Cahaba, Alabama, Black Warrior and Tombigbee rivers, and draining into the Gulf at Mobile, Ala., and the Tennessee basin, draining into the Tennessee river and thence through the Mississippi to the Gulf at New Orleans.

The water-powers of the State are mainly in the Mobile and Tennessee basins, which cover practically the entire State, except a small area in the southeast corner.

Geologically, the State may be divided into three areas that differ very greatly from one another in the hardness and durability of their rocks, and show a corresponding difference in the profiles of their streams: First, the crystalline area, underlain by igneous and metamorphic rocks; second, the Paleozoic area of hard sedimentary rocks, sandstone, limestone and shale; and third, the coastal plain, formed by Mesozoic and later sediments, chiefly soft limestones and unconsolidated sands and clays. It may be said in a general way that the streams have their greatest fall in passing from an older to a younger geologic formation.

The crystalline area in Alabama is a triangle on the east side of the State, including Cleburne, Randolph, Chambers, Lee, Tallapoosa, Clay, Coosa and parts of Elmore, Chilton and Talladega counties. It is a plateau ranging in elevation from 500 to 2000 feet above sea-level. The rivers on this plateau flow over bed-rock in a succession of shoals and eddies between high hills, and present conditions most favorable to the development of water-powers with high head.

The Paleozoic area includes the greater portion of Northern Alabama, being bounded on the southeast by the crystalline area, and on the southwest by the cretaceous and later formations of the coastal plain. Its rivers have considerable fall. It contains many important creeks and many large limestone springs of which no measurements have yet been made. The area is rich in coal and iron, the most productive mines being on the drainage basins of Cahaba and Black Warrior rivers.

The coastal plain is a large area in Southern and Western Alabama covering about two-thirds of the State, which is underlain by cretaceous and younger formations. Many streams in this area have a constant water supply and sufficient fall for the development of good water-powers. No hydrographic work has yet been done on the streams of Southern Alabama that rise in the coastal plain, but systematic work is to be taken up in this region at an early date.

As the investigations in this State have been confined so far mainly to the Mobile and Tennessee basins, only the streams of these basins are considered in this report, which is scheduled as Water-Supply and Irrigation Paper No. 107.

Want Bolts and Nuts.

The MANUFACTURERS' RECORD is informed that Messrs. Dahl Bros. of Copenhagen, Denmark, purchase from 50 to 100 tons of nuts and bolts per annum, and are desirous of corresponding with American manufacturers. Dahl Bros. contemplate placing their contracts in this country, and invite manufacturers to send them prices free on board at New York or New Orleans.

The Board of Trade of Lynchburg, Va., is preparing to repeat its effective advertisement of the city, which attracted so much attention last year.

SOUTH CHECKING SPECULATIVE COTTON RAIDS.

[Special Correspondence Manufacturers' Record.]

New York, March 17.

Mr. S. F. B. Morse, president of the Southern Cotton Corporation, in an interview for the MANUFACTURERS' RECORD, says:

"To begin with, the South has at last apparently awakened to a realization of the fact that 'in union there is strength'; that the world at large respects the nation that or the community which or the man who applies conservative business methods to affairs of business. Harmonious action during the last four months on the part of the cotton planters in forestalling starvation prices in the face of a hitherto thought to be insurmountable obstacle of an immense crop of both the staple and speculators has already won hearty commendation, and if, as I believe it will, the June report of the government shows the declared reduction in acreage, foreshadowing a determination hereafter to keep production on a parity with consumption, universal applause will follow.

"On October 5 last I made the declaration that every bale of this season's crop, whether there be 11,000,000 or 12,000,000 bales, would be required to supply the spindles of the world, and that the planter, instead of the speculator, should dictate the price at which he would part with his product.

"It has taken nerve and persistence on the part of the South to check the speculative raids that depressed cotton below its value and even below the cost of production. The planters have been sustained in their conviction by the growing knowledge that the world was bare of cotton goods and raw material. This has been evinced within the last two months by an unprecedented export demand both to Europe and the Orient. The mills of Lancashire are running full time, with orders booked ahead far into 1906. Japan, with the greatest war of modern times on her hands, has already taken three times as much cotton as she took all last year. Business in Great Britain, so far as the textile industry is concerned, is the best in the history of Lancashire. The Continent reports constantly-increasing business. In America the Southern mills are experiencing an era of great prosperity, with demand so urgent that they are indifferent as to future orders at present. Just as the yield of cotton was unparalleled, consumption bids fair to be on a basis so large that history offers no precedent.

"The South has the present situation well in hand. It has taught bear speculation that it will market its cotton in its own way and at its own price. As planting time approaches another season has to be reckoned with. I cannot urge it too strongly upon the South to reduce its acreage, so that there will be no possibility of letting the supply exceed the demand. If the promised reduction in acreage materializes a fair price for cotton can be obtained. If the farmers of the South do not depend on letting their neighbors reduce the acreage I have no fears for the future."

SULLY TO PAY \$1,940,000 DEBTS.

On Anniversary of His Failure in Cotton Announces His Determination to Settle in Full.

[New York Herald, March 19.]

Upon the first anniversary of his failure, when the firm of Daniel J. Sully & Co. went down with the crash of the cotton market, involved to the extent of \$3,400,000, Daniel J. Sully makes the announcement, through his counsel, Richard B. Comstock and George S. Graham, that he never has given up his determination to

pay to his creditors their claims in full. Yesterday, speaking for him, they issued a statement that they had under consideration a proposition to be submitted to his creditors by which all the residue of his indebtedness over and above the distribution of the estate in the hands of the trustees should be ultimately fully paid and cancelled.

His counsel said further that while his discharge in bankruptcy legally relieved him from indebtedness, Mr. Sully did not regard himself as morally discharged from it, and intended to set to work to make the money to pay everybody in full. That was the highest ambition of Mr. Sully, and to that end he intended to devote his best energies. Within a few days the detailed plan of the manner in which he would do this would be made known to his creditors and the public.

When seen at his residence, No. 6 East 62d street, last night, Mr. Sully said there was little he could add to the statement.

"Within a few days after my failure, a year ago," he said, "I made an offer of 40 cents cash to my creditors and the balance in three-year notes. I wished to pay my indebtedness in full, and had the fullest confidence in my ability to do as I promised. Now, despite the fact that my discharge in bankruptcy, which I received on Monday last, relieves me legally from such obligations, my intent is to pay every dollar I owe."

"I can hardly see how I can express the situation in plainer language. How I intend to do this will soon be known."

Those who are near Mr. Sully said yesterday that he will do exactly as he has outlined, and that during the last year, while the extensive litigation of his affairs has been going on, he has chafed under the legal restraint that has forced him to remain financially quiet. They also say the creditors will receive from the estate 40 per cent., which is precisely the sum Mr. Sully said he could pay in cash directly after the failure. So far the creditors have received 25 per cent., but there are assets that will bring to the trustees at least 15 per cent. more and make up the amount stated.

The task that Mr. Sully has set out to accomplish means the paying to the several creditors of a sum approximately \$1,940,000. What plan may be offered by him is a matter of conjecture, but it would not be surprising to those who have followed his movements to again see the plan as first offered at the time of the failure promulgated. There was not the slightest appearance of doubt that he could make his word good, judging from the outward appearance of Mr. Sully yesterday. When the magnitude of the payment was brought to his attention his only remark was, "I know that I can do as I promise."

WAREHOUSE FOR COTTON.

Birmingham Company Organized on the New Orleans Plan.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., March 20.

The first organization of consequence for the storage of cotton under the plan formulated by the cotton convention lately held at New Orleans has been effected here, and the company, to be known as the Warrant Warehouse Co., will be incorporated this week. It is capitalized at \$200,000, and has purchased a lot (400x480 feet) on which to erect the buildings. Work on the enterprise will commence as soon as practicable, and it will be ready to have its capacity put to the test with the advent of the coming fall. The promoters of the enterprise calculate that when they are ready for business the stor-

age per bale of cotton per month will not exceed 17 cents, in which is covered insurance charges. This is a reduction of two-thirds of the storage charge to begin with. What is of just as much consequence is the better condition in which the cotton will be kept. All Southern people know the damage that has resulted in the past from inefficient storage and careless handling of cotton. The improved conditions in this respect that will be brought about by the change will of themselves more than pay interest charges if the cotton be hypothecated. The warehouse receipts issued by the Warehouse Company will have a value than which there will be no better, and they will always open the doors of banks to those who may want to use them without parting from the cotton.

Within a radius of 60 miles of us there is practically used every year in the neighborhood of 100,000 bales of cotton. This new warehouse system will afford to those interested such storage as they have never heretofore enjoyed and give them a market all the year round. The warehouse system will make Birmingham a cotton point, for trade will go to those points that offer the best facilities. And it will be that while one comes to the market for cotton only, he will often find something else that he can buy to just as good if not better advantage than elsewhere. But the Warehouse Company will not be confined in its operations to cotton. It will do a general merchandise storage business and relieve a strained condition here in that respect, as property used for that purpose has, in the march of events, grown too valuable to be continued for such use. The use of the new warehouse will be a saving to those who must carry stocks in reserve. W. D. Nesbit, H. K. Milner and W. P. G. Harding were elected directors of the company. Temporary officers are W. D. Nesbit, president, and H. K. Milner, secretary and treasurer. The success of the enterprise is beyond question, and its importance to the city and to the district is hard to exaggerate. J. M. K.

Reducing Cotton Acreage.

Mr. Julien C. Rogers, cashier the People's Bank, Bishopville, S. C., writes to the MANUFACTURERS' RECORD as follows:

"There will be a decrease both in acreage and fertilizers in this vicinity of 20 to 25 per cent. This decrease is being brought about by general agreement of the farmers, as well as advice of merchants making advances to the farmers, bankers, and the mold of public opinion, that it is for the best interests of all, as everyone is concerned, either directly or indirectly. This, of course, will mean increased attention to diversified agriculture, which has not made very much progress in this immediate section up to now. Most of the farmers now holding cotton are in good circumstances, and, in addition, the banks are assisting them by making loans with the cotton as collateral, so there is no doubt that a great deal of this crop will be carried over into another season unless there is a great advance from what it is now bringing on the market."

B. B. Burnett, cashier Farmers and Merchants' Bank, Sapulpa, I. T., writes to the MANUFACTURERS' RECORD as follows:

"Replying to your favor of recent date concerning the reduction of the cotton acreage in our vicinity, we beg to advise that we are expecting a reduction equal to 25 per cent. This reduction is not brought about here by a general agreement among the farmers nor by the refusal of banks, factors and others to advance against cotton-growing as freely as in former years, but by a general feeling among the farmers that the acreage should be reduced in order to get a fair price for the staple. There is very little cotton being

held here by the farmers, and as a rule they do not hold cotton in this section owing to the unsettled condition of affairs in the Indian Territory."

Blalock & Fuller, Culloden, Ga., write: "Your communication was referred to us by the Bank of Culloden. We think there will probably be a 20 to 25 per cent. reduction in cotton acreage in our vicinity this year; a like reduction in the use of fertilizers. This decrease will be brought about by the low price of cotton now prevailing, by agreement of farmers to reduce acreage and by the weather conditions that are very much retarding the preparation of lands. Farmers have been slow to ask or inquire for fertilizers. Should they want the usual quantity they couldn't get it because of the inability of manufacturers to fill rush orders owing to lack of transportation facilities. The farmers as a rule are not in position, without aid, to carry their present stock of cotton into another season; but the banks are helping the farmer by advancing on cotton stored in warehouses. The merchants are lending a helping hand as well."

THE ALABAMA MERGER.

Substantial Progress Being Made in Combining Iron and Coal Interests.

[Special Dispatch to Manufacturers' Record.] New York, March 20.

Mr. Richard H. Edmonds, editor of the MANUFACTURERS' RECORD, said tonight:

"Today's developments confirm the statement I heretofore made to the effect that substantial progress was being made in the combination of Alabama coal and iron interests. Referring to this proposed merger the *Evening Sun* says: 'It is said that the same old controlling interest in the Tennessee Coal & Iron Co. with which Wall Street has identified that property for so long are the leading spirits in this merger, and that it will include at least the Sloss-Sheffield Coal & Iron Co. and the Southern properties of the Republic Iron & Steel Co. It is said further that the Hoadley holdings of Tennessee Coal & Iron were taken over recently.'"

Commenting on this Mr. Edmonds adds: "If it be true that Mr. Hoadley has disposed of all his holdings in the Tennessee Coal & Iron Co. to the Hanover Bank people, I am in a position to say that while his profits could not have been less than \$3,000,000, yet his chief motive in doing this, if it has been done, was to promote harmony and remove a possible stumbling-block to a devotedly-wished-for confirmation, namely, the harmonizing of all interests to such an extent as to make possible without friction a consolidation of the Alabama companies. I can also state that Mr. Hoadley is today the largest stockholder of the Sloss-Sheffield Coal & Iron Co., the Republic Steel & Iron Co., and also through the International Power Co.'s interests owns the control of the Alabama Consolidated Coal & Iron Co.; so that whatever he may have done or may yet do can be relied upon to promote the carrying out of the undertaking of such importance not only to the South, but to the business interests of the entire country."

To Build Up Hattiesburg.

The Retail Merchants' Protective Association of Hattiesburg, Miss., has been organized for mutual protection of local merchants and also to promote the establishment of all kinds of industries in the city. Its officers are Messrs. W. M. Conner, president; T. A. Hightower, vice-president; Will A. Aaron, secretary and treasurer; H. G. Lea, S. L. Heidelberg, N. B. Blount, Will A. Aaron, R. C. Oliver, E. E. Conner, T. J. Jackson, W. M. Conner and H. Katz.

THE BIRMINGHAM DISTRICT.

Iron Market Strong, With an Upward Tendency.

[Special Cor. Manufacturers' Record.] Birmingham, Ala., March 20.

There is some contrariety of opinion concerning the state of the iron market. Some have sold iron during the past week on the basis of \$14 for No. 2 foundry. Such sellers think the market is very firm, and have no fault to find with the demand. There are other sellers who failed to score \$14 for their iron, and they think, accordingly, that the market is easier. Now add to this the fact that iron actually sold, analysis basis, at \$14.25 for No. 2 foundry, and you have the elements from which to draw your own conclusions. There was some very fair inquiry for round lots during the week, but they failed to culminate in material conclusions to any extent. There was reported one sale of 4000 tons of varying delivery, some for the current quarter and part for the third quarter, on the basis of both \$14 and \$13.75. You also hear of sales on the basis of \$13.50. But the evidence wouldn't be accepted in court as conclusive. It is probable that some sales were made on this basis, and it is of just as much probability that there was a lifting up of the lower grades and a satisfactory average secured. There are some who are firm holders of iron at the basis of \$14 for No. 2 foundry, and they tell your correspondent that they are finding no buyers at their price. There are others who say they are getting that value and have no difficulty in placing their offerings. One leading interest asserts that their sales right along are fully equal to their output. So when you measure up what is given you in the way of information you cannot resist the conclusion that the market is very strong, with an upward tendency. There is a disposition on the part of buyers to do business for the third and fourth quarters based on current values. Sellers have been forced to care for the business for the third quarter, but they are very reluctant in naming values for the fourth quarter. Some No. 3 foundry sold at \$13.50, and from that down to \$13. No. 4 foundry sold at \$13 and gray forge sold at \$12.75, and there was some reported at \$12.50. The bulk of the sales were for comparatively small lots. Some of the sellers anticipate an increased demand this week. If it materializes the market will stiffen. It would take but moderate activity to bring enhanced values. Coal and coke are traveling very slowly towards their normal conditions. A good deal of coke from Virginia ovens is reported heading this way.

The Pratt Consolidated Coal Co. has been formed with T. T. Hillman, president; G. B. McCormack, chairman of the board, and H. E. McCormack, vice-president and general manager. Various interests are represented in the consolidation, among them being ex-Governor Jackson of Maryland, with his recent purchase of 21,000 acres of coal lands. The company under this new order of things now controls over 70,000 acres of as fine coal lands as can be found in the State. The consolidation was not effected for purposes of speculation, but to develop and work the mines. At the present time the company has an output of 8000 tons daily, making it for the time being the largest producer in the State. This output will be increased as rapidly as circumstances permit, and they propose in the matter of output to set the pace for the district. The property is in the Warrior coal fields.

The Premium Coal Co. has been incorporated with G. M. Bowers, president and treasurer, and R. W. Jackson, secretary and general manager. The main office will be in this city.

The Red Star Coal Co. has given notice of intention to increase its capital from \$20,000 to \$75,000, and the American Coal & Mining Co. has filed articles of incorporation with a capitalization of \$10,000.

The losses of Hardie-Tynes fire are being adjusted and the foundry part of its plant will be replaced as soon as possible. It announces that its misfortune will not in the least interfere with its trade or the filling of orders already entered, except that here and there some delay may occur.

It is noted that at Gate City a track is being laid to the ore deposits owned by the Alabama Consolidated Company on Red Mountain. This means that it will soon begin to utilize the field there that has so long been neglected. Those who ought to know the value of the field predict that very satisfactory results will follow from its development. J. M. K.

NORTH CAROLINA IRON.

Something About the Field in Ashe County.

Editor Manufacturers' Record:

I have recently had a great many inquiries about my iron works, known as "Hilton Forge," and which has been extinct for about 10 years—the last operations as an iron-producing establishment being in the year 1895—and I wish to answer their many inquiries through your columns. I wish to say first that my establishment was the last of its kind to be operated, it being what is known as the Catalan forge, and the blast for the furnaces being created by falling water. At first I operated three fires, making about 300 pounds to the fire each day. This required so much raw material and so much labor that we could not compete with the more up-to-date methods of manufacturing. Besides, we were at that time about 40 miles from railroad facilities, and as we had to pay so much for charred coal or use stone coal which we would have had to haul from the railway in wagons, our material cost so much that competition closed us out.

Of course, the inquiries referred to were made for the purpose of arriving at a just conclusion as to our iron field in Ashe county, its extent and value; and for the purpose of giving the readers an idea of this mineral field, which is undoubtedly one of the finest in the South, if not the finest, I will say that there are three veins of ore running through the county, besides valuable deposits of copper, etc. The iron ore is the most valuable mineral in the county and is found in veins from 2 to 25 feet thick and of the finest quality, ranging from 45 to 70 per cent. metallic iron. This iron is of the finest of magnetic ores, and the nearest railroad is about 12 miles from the edge of the field and about 20 miles from the famous "Ballon Home Place" mines, the center of the field. This last-mentioned property can now be purchased at reasonable figures, I am told, and is now free from all litigation, the title having been settled. Different companies have tried very hard to secure this property, but have always failed. Now the entire field is open for development, and by the use of proper means it can be controlled. There has been a great deal of development work done, showing the property to be even better at some places than was hoped for by the most confident operators. Besides the vast amount of minerals in Ashe county, we have the finest of timbers, which are now being cut and hauled to the railroad for shipment. Should anyone desire further information concerning this field I refer them to Mr. R. L. Ballon, Jefferson, N. C., who will take pleasure in furnishing the information desired. W. J. PASLEY.

Crumpler, N. C.

Development at Nashville.

[Special Cor. Manufacturers' Record.]
Nashville, Tenn., March 14.

The E. & N. Manufacturing Co. has been awarded a contract for the completion of the building to be occupied by Kress' Five and Ten-Cent Store. This building fronts 53 feet and has a depth of 175 feet. The entire front of this building will be of plate glass and all the interior will be finished in the finest hardwood. Sam Levy, wholesale clothier, has purchased the building on the northwest corner of the square and contemplates making some extended improvements.

The city council has made sufficient appropriation for the erection of street signs, and bids are now open. The signs must be made of enameled steel with blue background. When these signs are placed it will be possible for a stranger to find his way to any portion of our magnificent city.

The "Southern Club," recently organized, has secured a permanent home, having acquired the Lovell property on Woodland street. When the improvements on this property are completed it will have all the conveniences of a modern club.

Work on the remodeling of the J. M. DeFord Carriage Co. has been completed. The DeFord Carriage Co. has one of the best plants for the manufacture of buggies and carriages in the South. The firm has just closed one contract for 1000 vehicles. It is running full blast and has over 60 per cent. of its entire output contracted for.

The Belmont Land Co. is letting contracts for many new buildings on Belmont Heights. Building permits for March already amount to approximately \$500,000.

It is an established fact that Nashville is the largest hardwood-producing market in the world and has 1,570,000 acres of uncut timber available along the Cumberland river.

Buford Bros. have broken ground for large warehouse on the block bounded by Harrison street, Eighth avenue, North and Ninth avenues. This building will be of three stories, 155x212 feet, and will have 100,000 square feet of floor space. The railroad companies are putting in switches on both sides of this site.

Nashville wants another wagon factory. It would welcome a mail-order house.

L. R. EASTMAN,
Secretary Chamber of Commerce.

New Albany Invites Factories.

[Special Cor. Manufacturers' Record.]
New Albany Business League,
New Albany, Miss., March 10.

New Albany is at the junction of the Frisco Railroad and the Mobile, Jackson & Kansas City. The Mobile, Jackson & Kansas City Railroad will soon be completed to Mobile, Ala. The country surrounding New Albany for many miles contains an exceedingly rich and productive soil owing to the bottom lands along the Tallahatchie river and the numerous creeks that supply the tributary country.

The farmer can always bank on his crop with certainty, for crop failures are unknown in this section. The soil is adapted to most any product, and large crops of corn, cotton and potatoes are raised in the vicinity. The climate is mild and the conditions are favorable for all kinds of fruits and truck-growing, which products the people are becoming very much interested in since the nearing completion of the Mobile, Jackson & Kansas City, which opens up a market for our fruits and vegetables. In this rapidly-growing town the educational and religious interest have kept pace with the growth of the town. At present there is a large two-story 10-room public graded school building capable of accommodating

500 children. Four church organizations are represented—the Methodist, Baptist, Christian and Presbyterian. The first three have their buildings; the latter have their building under construction. There can be no better indication of the stability of the town than good, substantial banks. New Albany has two—the Merchants and Farmers' Bank and the Bank of New Albany, having an aggregate capital of \$100,000 and deposits approximating half a million. Their business is increasing rapidly. The manufacturing interests in New Albany are increasing at a rapid rate, and within the last 12 months the following enterprises and factories have been established within its limits: Compress, oil mill, pants factory, furniture factory, handle factory and machine shops, brick and tile factory, canning factory, railroad relay station and shops.

The surroundings are especially inviting for a hosiery factory, underwear factory, chair factory, wagon factory, agricultural-implement works, shoe factory and cotton mills. All factories locating in our town before January 1, 1910, making a finished product are exempted from State, county and municipal taxes for a period of five years. For any other information wanted address the secretary of the New Albany Business League.

C. W. YOUNG, Secretary.

FOR SOUTHERN TRADE.

Machinery Manufacturers and Distributors to Get Closer Together.

To further closer relations between active and honorary members of the Southern Supply and Machinery Dealers' Association, a committee consisting of Mr. C. F. Aaron of the New York Leather Belting Co., Mr. M. W. Mix of the Dodge Manufacturing Co., Mr. S. L. Moyer of the Lunkenheimer Company and Mr. E. C. Hinman of the American Steam Pump Co. has issued a call for a general meeting of manufacturers (who are honorary members), to be held coincident with the meeting of the Southern Supply and Machinery Dealers' Association in Savannah, April 25 to 29, at the De Soto Hotel. This committee has carefully considered the subject of organizing an association to be composed of manufacturers having business relations with supply and machinery dealers, and in a circular-letter says:

"The object of the proposed organization is to promote closer relations between manufacturers and distributors of their products. Should this organization be permanently effected it is suggested that an arrangement could be made to elect a joint advisory board composed of honorary and active members of the Southern Supply and Machinery Dealers' Association, to investigate and adjust trade differences and grievances. The need of such an organization among those doing business with the supply and machinery dealers of the South, as well as other sections of the United States, appears to this committee to be of special importance at this time. The organization of dealers in supplies and machinery in various sections of our country into associations must have impressed manufacturers having business relations with this class of trade. We therefore earnestly request the attendance of every honorary member of the Southern Supply and Machinery Dealers' Association at Savannah on the dates covered by the convention of that association for the purpose of perfecting a permanent organization. With this end in view, we request that every member attend in person or be authoritatively represented."

Mr. Samuel L. Moyer informs the MANUFACTURERS' RECORD that responses indicate that about 75 per cent. of the manufacturers invited will be represented at the meeting.

Georgia Asbestos and Mica.

It is well known that asbestos and mica are valuable minerals in large and steady demand for manufacturing and other purposes. Extensive deposits of these minerals located in Rabun county, Georgia, and Macon county, North Carolina, are about to be developed by Indiana capitalists, and brief reference to the enterprise is of interest. The investors have purchased and leased over 6500 acres of land and several other mica properties have been optioned. They will mine the mica and asbestos and prepare it for market, later on intending to establish a plant for the manufacture of asbestos paper and mill boards. A building 42x60 feet in size is now ready for the machinery and a water-wheel of 160 horse-power is in position to be used. The Pine Mountain Mica & Asbestos Co. of Pine Mountain, Ga., is the title of the company which has been organized, and articles of incorporation were granted some time ago. The corporation has a capital stock of \$1,000,000. Its president is Willis Wright of Terre Haute, Ind.; vice-president, G. A. Schnull of Indianapolis, and treasurer, Edward D. Moore of the Indiana National Bank, Indianapolis, Ind. A number of Indiana bank officials and manufacturers are among the directors. General offices have been established in the Law Building, Indianapolis.

Savannah River Power Co.

Some months ago announcements were made regarding the plans for the development of the power of the Savannah river near Calhoun Falls, S. C. The Savannah River Power Co. is the corporation undertaking the enterprise, and it is proceeding with the awarding of contracts. The developments will consist of a stone dam about 25 feet high and 1500 feet long, with powerhouse 40x200 feet in size. The wheel equipment will be six lines with four wheels on a line, each of 500 horse-power capacity, each to be direct-connected to 1200-kilowatt alternating-current generators. There will also be two exciters and necessary transformers. The power will probably be sold at Calhoun Falls, Greenwood and Abbeville in South Carolina, and at Elberton in Georgia. It is believed that some 6000 horse-power will be furnished at first, to be increased later to 8000. The company also owns other shoals which will be utilized in the future. Among the Southern capitalists interested in this project are Messrs. S. M. Orr and H. H. Watkins of Anderson, S. C.; O. M. Sheffield and H. A. Orr of Atlanta, Ga., and J. E. Sirrine of Greenville, S. C. Mr. Sirrine is the engineer in charge of the work. It is reported that more than \$500,000 will be invested. Several important manufacturing industries are to follow the completion of this water-power plant.

A Carbon Factory.

The Nashville Carbon & Oil Co. of Nashville, which has a 99-year lease on 1000 acres of carbon-shale land in Cheat-ham county, Tennessee, is preparing to develop the properties, and proposes to build in Nashville a factory where natural carbon paints and pigments for the preservation of structural material will be prepared.

Little Rock's Condition.

The sixteenth annual report of the Board of Trade of Little Rock, Ark., is full of facts and figures of value to investors and any other persons looking toward that city with practical intent. It deals with the cotton trade, with the cottonseed industry, with city improvements, local finance, transportation and manufacturing interests.

Pipe Works for Sheffield, Ala.

Dispatches state that arrangements have been concluded for the establishment of an iron pipe manufacturing plant at Sheffield, Ala. A corporation will be formed with a capital stock of \$350,000 for the purpose of building and operating the plant, and it is reported that the required capital has already been subscribed. The industry is to employ, when completed, about 400 men. The names of the organizers of the company have not been announced, but the enterprise has been secured through the efforts of the Sheffield Company, J. W. Worthington, vice-president, and the business men of Sheffield are co-operating with that company in securing a site for the works, which will be donated.

To Utilize Grand River Power.

The Muskogee-Grand River Power Co., which was incorporated several weeks ago, intends to develop the power of the Grand river near Muskogee, I. T. It will build a dam which will generate from 40,000 to 45,000 horse-power, which will be transmitted by electricity for the operation of factories and other industrial enterprises. Horizontal water turbines will be used. The surveys are now in progress, and final maps, plans, etc., are being prepared. C. N. Haskell is president of the company; A. W. Robb, vice-president; P. B. Hopkins, treasurer; Carl Pursel, secretary. They, with Messrs. Ira L. Reeves, T. P. Smith, W. A. Lubbes, E. W. McClure and C. W. Turner, are the directors.

Cape Fear Power.

Rapid progress is being made by the Cape Fear Power Co., R. P. Gray, Greensboro, S. C., secretary, on the development of its water-power-electrical plant. It is stated that within three or four months the concrete dam will be completed, the machinery will be in position, the wires will be in position, and the substation at Fayetteville, N. C., has already been built and equipped. The company expects to begin to furnish 4000 horse-power and increase it as demands justify. Henry Walters of Baltimore, of the Atlantic Coast Line Railroad, Baltimore, Md., is reported to have recently acquired large financial interests in the Cape Fear Company.

More Furnaces for Alabama.

H. E. Ferree of 313 Hill street, Hannibal, Mo., writes to the MANUFACTURERS' RECORD as follows:

"The writer with friends contemplates going to Alabama to engage in the manufacture of pig-iron, and we are not fully advised as to the best parties with whom to correspond in regard to the best equipment to use there for reducing the ore into pig-iron. Learning of the value of your publication I have taken the liberty of addressing you for the information."

Water for Birmingham.

A committee of which Mr. W. P. G. Harding, president of the First National Bank of Birmingham, is chairman, will endeavor to raise \$10,000 to provide for necessary surveys and other preliminaries requisite to obtain for the Birmingham district an adequate supply of cheap water.

Wants a Water-Power.

J. B. Boyd of Huntsville, Ala., wants to purchase a well-located water-power property or water-power flouring mill in the South. He writes the MANUFACTURERS' RECORD that he is prepared to correspond with anyone desirous of selling such properties.

A shipment of 9061 tons of coal for the Philippine Islands was made last week from Curtis Bay, Baltimore.



3185

CAPITAL \$ 500,000.00.
SURPLUS \$300,000.00.

W. P. G. HARDING, PRESIDENT.
J. H. WOODWARD, VICE PRESIDENT.
J. H. BARR, VICE PRESIDENT.
A. R. FORSYTH, ASST. CASHIER.

THE FIRST NATIONAL BANK

DESIGNATED DEPOSITARY OF THE UNITED STATES

BIRMINGHAM, ALA..

Feb. 28th 1905

Manufacturers' Record Publishing Company,

Baltimore, Md.

Gentlemen:-

We hand you herewith a list of twenty five names, with the request that you send to each, with our compliments, a copy of your paper for one year, rendering us bill for the amount of the subscriptions.

In our opinion the South is fairly entering upon the most prosperous era in its history, and in this prosperity the mineral section of Alabama, which is fast becoming known as the Birmingham District, will have a commanding share. Birmingham, for many years the most important point in the South from an industrial standpoint, has now taken rank as a leading financial centre, and we believe that our city is destined to have a phenomenal growth in the next two or three years.

We recognize the Manufacturers' Record as the best exponent of Southern enterprise and development, and we do not know of any means by which we can so effectively call the attention of our friends to the stability and wonderful resources of our city and section as by placing your valuable paper in their hands.

Yours very truly,

W. P. G. Harding
President.

MAKING SAND-LIME BRICK.**A Study of Plants in Operation in Alabama.**

Sand-lime brick manufacture may be classed among the interesting new industries of the South, and although of minor importance compared with many of the more common forms of development, such as in coal, coke, iron, steel, cotton, timber, etc., it is nevertheless of notable value in that it is in line with that diversification of industries which so greatly makes for the broad prosperity of a section, and because a utilization is thus secured of materials which otherwise contribute little or nothing to the wealth-production of a community. In Alabama I have had the chance of studying two sand-lime brick plants, operating by the Schwarz system of New York, and another which uses the American system, a company with headquarters in Chicago.

I give a brief description of them as in line with the policy of the MANUFACTURERS' RECORD to take note of all sorts of development work in the South. The older and larger of these Alabama plants is in Birmingham, and is owned by the Birmingham Sand-Lime Brick & Stone Manufacturing Co. H. A. Stockmar, a native of Switzerland, and an expert in cement products, is president, and T. C. Buckshaw, for some time identified with the Continental Gin Co., is secretary-treasurer and general manager. The works are in North Birmingham, alongside a hill or small mountain of sandstone, which is crushed for use in brick-making. In making sand-lime brick a sharp, clean quartz sand is required, running not less than 70 per cent. in silica. The sand of this company more than meets these requirements, as it is not only sharp and free from impurities, but is so high in silica that the average is 90 per cent. As the supply is sufficient to run the brick plant for 1000 years, sand from this deposit is sold to other sand-lime brick plants, even so far away as North Carolina. It is a most excellent glass sand as well, and negotiations are pending looking to the location of a glass factory in the district to use this sand.

In addition to the dolomite so useful and necessary as a fluxing element in iron production, there are all around this district vast quantities of high calcium rock, out of which lime of the best quality is produced.

Proper ingredients, as well as a high degree of chemical and mechanical knowledge and skill in the management, are important factors in the successful operation of the sand-lime brick industry.

This business is only a few years old in this country, and as in many other new enterprises there have been instances of misplaced enthusiasm, where communities would take up the proposition and placing it in incompetent hands would discover that either natural conditions or lack of skill and knowledge in the management foredoomed the enterprise to disaster.

The Birmingham Company has been in operation since May of 1904, and there are about 1,000,000 of its brick in use in Alabama, Georgia and Mississippi. The maximum capacity of the plant is 25,000 a day, but the ordinary run averages about 12,000 a day. The product is a face brick and sells at from \$11 to \$14 a thousand, according to the grade. In this it competes with the red pressed brick of Nashville, Tenn., and Rome, Ga., which sell at \$18 to \$20 a thousand, and with the St. Louis, Milwaukee, Chicago and Ohio pressed brick, which bring from \$28 to \$40 a thousand.

Over 40 buildings in Birmingham have been finished with the product of this

plant, the list including residences, churches, schoolhouses and store buildings.

There is an increasing demand for these brick, although a campaign of education is necessary to establish them in universal favor. Some owners and builders seem disposed to wait for a weather test through the winter, and as this is an especially severe winter in this as well as other parts of the South, the test will undoubtedly be a conclusive one. It is the expectation of the company that the present capacity of the plant will prove so inadequate that a large increase will be required, and it is the design of the company to ultimately have a capacity of 40,000 a day.

The second plant of this system is at Mobile, and the operative company is called the Sagus Brick & Manufacturing Co. M. Van Heuvel is president and W. M. Ryan vice-president and general manager. This plant has been in operation only since about the first of the year, but it has run pretty well up to its capacity of 8000 brick a day since it started, and has shipped its product to Mexico, as well as throughout Alabama. On account of Mobile's advantages as an export city, a great deal of attention is being paid to working up an export trade. Samples are in the hands of contractors in all Cuban and many South American ports, and already a considerable interest has been worked up. This company makes finishing brick, which are quoted at from \$10 to \$13.50 a thousand, according to grade, color, etc. The plant is equipped with the latest improved machinery.

A complaint this company makes is that there is difficulty at the present time in getting cars for the transportation of coal, which results in a scarcity of fuel. Mobile is thus especially interested in the completion of the great work on the Warrior river locks, which will give slack water transportation from the Warrior coal fields and provide not only abundant fuel, but at a considerable reduction over present prices. This improvement, by the way, is still some distance from completion. It is a matter of so much interest and importance to so large a section that I will make it the subject of a special letter later on.

There is an abundance of good, sharp sand in the vicinity of Mobile, and one of the great points of value in the sand-lime brick industry is that frequently where proper sand abounds there is a scarcity of good brickmaking clay.

The plant of the American system, also in Mobile, is operated by the Southern Sand-Lime Brick Co., which at first encountered some difficulty in securing sand of satisfactory quality. Since the present manager, Albert B. Paterson, took charge, last September, the sand supply is obtained from a point 11 miles distant from Mobile, and it is now stated that sales could be made for double the capacity of the present plant. These brick are sold in competition with ordinary brick at \$8.50 a thousand delivered in Mobile, or \$7.50 f. o. b. at factory. The company has a contract to furnish brick for Mobile sewers. An order has been booked for 14 cars to go to Nashville. Some have gone to Meridian for the light and railway company there, and they have been used in the construction of a Lucedale (La.) bank building. Otherwise the output of the plant has been sold in Mobile.

ALBERT PHENIS.

The Shreveport (La.) Progressive League, A. R. Holcombe, secretary-manager, offers \$1 per acre to agents bringing buyers, provided listed tracts purchased are not larger than 500 acres. On listed tracts between 500 and 1000 acres the

commission will be \$500 plus 2 per cent. of the entire transaction. On listed tracts larger than 1000 acres the commission will be \$500 plus 1 per cent. of the entire transaction.

Alabama.

(Huntsville Mercury.)

The MANUFACTURERS' RECORD of Baltimore, always in the front of the vanguard of industrial journals, and never weary in proclaiming to the world the matchless resources of the South, has published in a very neat pamphlet form a reprint of the series of instructive and interesting letters contributed to the MANUFACTURERS' RECORD from Birmingham by its special correspondent, Mr. Albert Phenis, on the iron, steel and coal possibilities of Alabama. The title page of the pamphlet bears the significant words, "Alabama, the Coming World-Center of Iron and Steel." The pamphlet contains prophetic declarations made years ago by the late Abram S. Hewitt, the great ironmaster, and Col. A. K. McClure, the veteran Philadelphia editor, and these letters now give a marvelous record of facts which prove a fulfillment of those prophecies. There is but one Birmingham that could be or is the coming world-center of iron and steel production, and that is our own beloved Magic City—Birmingham, Ala.

The Sewanee Review.

Readers in other parts of the country of the *Sewanee Review* interested in the South's growing problem of household labor will derive much benefit from an article by Walter L. Fleming in the January number of the quarterly giving facts about servants in a village of the Alabama black belt not far from Tuskegee—facts familiar to the dwellers in many a Southern community. Other papers in the number are "Children and Nature in Fiction," by Joakim Reinhard; "Hamlet's Mousetrap," by Henry Thew Stephenson; "The Philosophy of Herbert Spencer," by William S. Bishop; "Swineburne's Poetic Theories and Practice," by Ernest Godfrey Hofstein; "The Influence of Ferguson on Burns," by Willard L. Myers; "The Life and Work of Mrs. Alison Cockburn," by Winifred Snow; "The Philosophy of American Poetry," by Carl Holliday; "Thomas Underwood Dudley: An Appreciation," by William Porcher DuRose, reviews and notes. Dr. John Bell Henneman of the University of the South at Sewanee is the editor of the *Review*.

Box Factories Needed.

At the recent meeting of the Truck-Growers' Association of Perry county at Hattiesburg, Miss., it was developed that there is a dearth in the supply of boxes and hampers needed for making shipments of garden truck. It is stated that the box factories of Louisiana, Mississippi and Alabama are overrun with orders and cannot supply the demand. In connection with this fact M. H. Bolton of the industrial department of the Mobile, Jackson & Kansas City Railroad Co. writes the MANUFACTURERS' RECORD that there is an ample supply of timber for making truck boxes and crates on his railway, and he is desirous of corresponding with manufacturers who may be interested. This seems to be a good opportunity for people familiar with boxmaking.

It is reported that 500 laborers are wanted immediately for the copper mines at Ducktown, Tenn.

The new directory of Houston, Texas, will show a population of at least 76,500.

Alabama produced 2,284,095 tons of coke last year.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

NEW ROUTE TO THE GULF.

Incorporation of Two Georgia Companies Indicates an Important Plan.

President J. P. Williams of the Georgia, Florida & Alabama Railway is reported as saying that the company proposes to extend its line from Cuthbert to Columbus, Ga., and thence up the Chattahoochee river to West Point or Lagrange, on the Atlanta & West Point Railway, for the purpose of obtaining a connection to Atlanta.

Immediately following the report of this announcement application was made for a charter by the Columbus Northern Railway Co. to build a line of about 60 miles from Columbus to West Point or Lagrange, and it is understood that the new company will be friendly to the Georgia, Florida & Alabama Railway. The incorporators are Charles L. Davis of Meriwether county, O. C. Bullock, T. W. Bates, E. P. Owsley, L. F. Humbler, T. E. Blanchard, S. B. Hatcher, Arthur Bussey, Rhodes Browne and R. O. Howard of Muscogee county.

Simultaneously with these reports came the application for a charter for the Chattahoochee Valley Railway Co. to build a line about 60 miles long from West Point to some point in Carroll county, Georgia, with headquarters at West Point. The incorporators are E. F. Lanier, J. C. Lanier, J. C. McKemie, L. S. Turner, N. L. Atkinson, E. J. Collins, Phil Lanier, Zach Hagedorn, J. S. Baker, L. Lanier and R. C. Freeman. Mr. L. Lanier is president of the Chattahoochee Valley Railroad, which now has 17 miles of road from West Point southward on the Alabama side of the river. Mr. E. F. Lanier is secretary.

Whether this latter corporation is in any way connected with the other two plans does not appear, but the construction of such a road as it proposes would make a continuation of the line that is to be built from Cuthbert via Columbus to West Point. Another report indicates that the road north from West Point is designed to connect with the proposed Atlanta branch of the Atlantic & Birmingham Railway.

The Georgia, Florida & Alabama Railway at present extends from Cuthbert, Ga., south 156 miles to Carrabelle, Fla., on the Gulf of Mexico. The building of the projected lines northward, connecting with existing lines between Atlanta and Alabama points and also with the proposed line of the Atlantic & Birmingham Railway, would make possible the establishment of a new route from both Birmingham and Atlanta to tidewater on the Gulf.

HOT SPRINGS ELECTRIC.

Company Organized to Build Inter-urban Road From Little Rock.

The Little Rock & Hot Springs Electric Railway Co., which proposes to build a line to connect Little Rock and Hot Springs, Ark., has filed its charter at the first-named city, and Secretary George R. Brown of the Little Rock Board of Trade informs the MANUFACTURERS' RECORD that the proposed road will be about 60 miles long, and that the company is capitalized at \$2,000,000. At a meeting of stockholders directors were elected as follows: From Little Rock—George W. Rogers, president of the Board of Trade, city treasurer and cashier of the Bank of Commerce; W. W. Dickinson, president of the Arkansas Brick & Manufacturing Co.; William S. Mitchell, president of the Arkansas Democrat Company; Max Mayer, of the Scott-Mayer Commission

Co., wholesale grocers; Charles J. Kramer, president of the State Association of Retail Merchants, and also of the Little Rock Association of the same. From Springfield, Mo.—L. Garrett, trainmaster; A. S. Blodgett, division engineer; H. Murdock, passenger conductor; C. L. Ketcham, foreman of the bridge and building department, and E. L. Peirce, electrician, all of the Frisco Railroad. From Kansas City, Mo.—Benjamin Bowman, passenger conductor of the Frisco Railroad.

Officers were elected as follows: Chas. J. Kramer, president; L. Garrett, first vice-president and general manager; A. S. Blodgett, second vice-president; George W. Rogers, treasurer, and J. C. Marshall, secretary. The manager will at once establish his office at Little Rock, and it is expected that the offices of the company will be opened by April 1. It is the intention of the company to build the line without a bond issue, and the stock will be owned principally by railway employes throughout the Southwest. Mr. Garrett has resigned his position as trainmaster with the Frisco to handle the enterprise. With but little solicitation about \$100,000 of the stock has been subscribed, and after April 1 there will be a systematic canvass made of the railway employes and of the general public.

The country between Little Rock and Hot Springs is capable of being made a market-gardening and truck-farming district. This fact will be the better appreciated, says Mr. Brown, when it is understood that upwards of 100,000 visitors are now going to Hot Springs annually. The track of the road is to be standard gauge, in order that freight may be handled and that the coal and bauxite lands along the route may be developed to their fullest capacity. The plans contemplate the building of the main power plant at about the middle distance of the line, with substations in both Little Rock and Hot Springs. The Board of Trade will furnish any additional information which may be desired by persons who feel an interest in the project.

WISE TO CLINTWOOD.

Virginia & Kentucky Railway May Build a Coal and Timber Road.

The Virginia & Kentucky Railway, says a letter to the MANUFACTURERS' RECORD, made a proposition to the citizens of Clintwood, Va., a few weeks ago that the company would extend its road there if the business men of the town would subscribe for \$25,000 of the capital stock. Roland E. Chase, president of the Clintwood Bank, together with several other business men, took the matter in hand, secured subscriptions to the required amount of stock, and it is now believed that the road will be extended. The agreement between the company and the citizens is that the line shall be finished to Clintwood within a year.

This extension would, it is said, open up one of the finest undeveloped coal and timber sections in the South. The lumber that would be taken out over this line would, it is further said, be all that the road could handle for several years, and there is claimed to be as fine coal—none of which has been developed—around Clintwood and in Dickinson county as there is in Wise county or in the Flat-Top coal fields of Virginia and West Virginia.

The Virginia & Kentucky Railway has at present in operation a line from Norton to Wise Court House, six miles. Norton is the terminus of the Clinch Valley division of the Norfolk & Western Railway, the Louisville & Nashville Railroad and the Wise Terminal Co., in addition to the Virginia & Kentucky Railway, while the Virginia & Southwestern Railway has, it is stated, contracted for the extension of its line from Appalachia to Norton, which

would make the latter point the terminal for five railroads.

This proposed extension of the Virginia & Kentucky Railway from Wise to Clintwood would be about 21 miles long. It would run down Birchfield creek and Crane's Nest river; thence up Long's fork through the Stanley and Yates gaps and down Holly creek to Clintwood. It is expected that engineers will begin the survey in a few days.

New Santa Fe Lines.

The Santa Fe system is building several new lines this year in the Southwest.

The branch from Kirbyville, Texas, east 45 miles to DeRidder, La., a point on the Kansas City Southern, is being rapidly completed. It will penetrate the Louisiana pine belt. Contract is now being let for the big bridge across the Sabine river.

Grading has been done on an extension of the Phoenix & Eastern from Winkelman to Dudleyville, in the Salt River valley, Arizona. Near Dudleyville is the noted mountain pass for which the Santa Fe and a competing railway have been contending in the courts.

The Indian Territory branch from Owasso to Tulsa will be opened this spring. Although only 13 miles long, it will give the Santa Fe access to a very rich territory.

The Arizona & California Railway is new building west from Wickenburg, Ariz., a station on the Santa Fe south of Prescott. The track has been finished for a distance of 17 miles. Grading has progressed 28 miles further. This branch will open up a valuable mining district whose development has been retarded by poor transportation facilities.

Other lines have been surveyed in Texas, New Mexico and Arizona, but the above are the only ones on which dirt is actually flying or rails have been laid. Part of the recent \$50,000,000 bond issue of the Santa Fe may eventually be used to build some of the new links which are needed for a more economical handling of overland freight, such as the Abo Pass cut-off near Albuquerque. The problem is to get lower grades without increasing the distance too much.

Pine Bluff & Southern.

Mr. J. B. Johnson, secretary of the Pine Bluff Board of Trade, writes from Pine Bluff, Ark., to the MANUFACTURERS' RECORD as follows:

"The directors of the Pine Bluff & Southern Railroad, that we propose to build from Pine Bluff to Star City, Ark., are as follows: S. C. Alexander, R. G. Atkinson, W. H. Langford, C. C. Godman and J. B. Johnson. We have not perfected our organization as yet. We wish to make it a home enterprise, and are at work collecting funds to build the road, which will be 25 miles in length. As soon as the subscriptions necessary have been made we will then organize and elect permanent officers, which we hope will be in a very short time. We are hard at work collecting now. We have not fully decided upon an engineer. The road to Star City will not connect with any other road."

Missouri, Oklahoma & Gulf.

A dispatch from Muskogee, I. T., says that the Missouri, Oklahoma & Gulf Railway will extend from Joplin, Mo., to Denison, Texas, via Wagoner, Coretta, Muskogee, Henryetta, Dustin and Coalgate, I. T. There will be a branch from Henryetta to Shawnee, O. T., 57 miles. The survey is finished for the entire line, and grading is done from Muskogee southward 55 miles to the north fork of the Canadian river. From Muskogee north to Coretta 10 miles of line is completed, this having been built by the Muskogee Union Railway, which was ab-

sorbed by the new company, of which William Kenefick of Kansas City is president. The contractors on the work now in progress are J. W. Hoffman & Co. of Kansas City, who are doing the grading, while the Wisconsin Bridge & Iron Co. is constructing the bridges.

Gurdon & Fort Smith Northern.

The Gurdon & Fort Smith Northern Railroad has been incorporated in Arkansas to build 21 miles of line from the south end of Caddo Gap to the mouth of Brush creek, on the Ouachita river, in Montgomery county. It will connect with the line which will be built northward from Antoine as a continuation of the Arkansas Southwestern Railway. This is a Missouri Pacific project, and the incorporators include C. S. Clarke, vice-president, and A. W. Sullivan, general manager, of the Missouri Pacific at St. Louis; B. S. Johnson, general attorney of the company at Little Rock, Ark.; William Grayson, president of the Arkansas Southwestern at St. Louis, besides Gibson Witt, G. H. Spear, W. D. Freeman and C. J. Watkins. When completed this road will make a line from Gurdon, Ark., northwest to Greenwood, Ark.

Port Arthur to Houston.

The Port Arthur & Houston Short Line has been incorporated in Texas to build a railroad about 100 miles long to connect the two cities named. The incorporators are T. J. Hart, president; J. P. Ward, first vice-president; F. F. Shipp, secretary, and J. F. Montgomery, treasurer, all of St. Louis, besides H. F. Best, M. R. Bos, E. L. Rothrock, F. S. Elfred, A. J. M. Vylsteke and Peter Lamp of Port Arthur.

It is said that this is a revival of the plan proposed by the Port Arthur, Houston & Western Railway, but by different parties; also that the engineers and a contractor will immediately take up the construction. It is said that the company has obtained 50 acres of land for terminals at Port Arthur.

Another Line for Arkansas.

The Fourche River Valley & Indian Territory Railway Co. has been chartered in Arkansas to build a line from a point on the Choctaw, Oklahoma & Gulf Railroad near Esau, Ark., along the south side of the Fourche la Pave to the Perry-Yell county line, about three miles south of Jennings Falls. The road will be about 40 miles long, and the incorporators are N. P. Bigelow of Lake Forest, Ill., and L. T. Walker of Wumetka, Ill.; F. H. Hartshorne, W. S. Robins, R. B. Edgar, George A. McConnell, I. H. Morse, L. Fouts of Esau, Ark., and Charles Neimeyer and P. S. Boddeker of Little Rock, Ark. The directors are F. H. Hartshorne, president; R. B. Edgar, N. P. Bigelow, Charles Neimeyer and L. T. Walker.

Corsicana to Fairfield.

Mr. J. V. Watkins writes from Corsicana, Texas, to the MANUFACTURERS' RECORD that the parties interested in the proposed interurban railroad to connect Corsicana and Fairfield are about ready to organize a company and proceed with the construction. A preliminary survey has been made, and right of way is being secured. It is said that the line can be built cheaply, and it is hoped to have a part of it in operation by the coming summer. Mr. Watkins further says that the road will open up one of the finest truck and fruit-raising countries in the State. The people therein are enthusiastic, and are extending encouragement to the road.

Pine Bluff Railway Change.

A dispatch from Pine Bluff, Ark., says that control of the Citizens' Light &

Transit Co. has been purchased by the Bluff City Lumber Co. The railway stock was purchased from W. H. Langford, M. A. Austin, W. J. Galbraith and A. Brewster. It is said that the railway will be considerably improved. The new officers are J. B. York, president; W. T. Young, secretary; Robert York, second vice-president and general manager; J. F. Rutherford, first vice-president; C. J. Samstag, treasurer. The directors are J. B. York, W. T. Young, Robert York, C. J. Samstag, R. L. Rutherford, E. B. Bloom and J. S. Ingram.

Tannerton Traction Plans.

Mr. T. C. Tanner, president of the Tannerton Traction & Amusement Co., lately incorporated, writes from Bluefield, W. Va., to the MANUFACTURERS' RECORD as follows:

"We only propose building two miles and a-half of our line this year, which will connect with the Bluefield & Hinton Electric Railway, traverse the best business streets and connect Tanner's Park and one of the best residential suburbs with the city of Bluefield. We expect to commence construction at the earliest date possible, and hope to have line in operation by middle of summer."

Railroad Notes.

Dr. W. A. Applegate has been appointed chief surgeon of the Southern Railway, with headquarters at Chattanooga, Tenn.

Announcement is made that the Farmville & Powhatan Railroad, a narrow-gauge line extending from Bermuda to Farmville, Va., 89 miles, is to be sold at receiver's sale at Richmond on May 3.

The Norfolk & Southern Railway has, it is reported, bought out the Old Dominion Steamship Co. on the Pamlico and Tar rivers, in North Carolina, thus securing three steamers and wharf property at Washington, N. C.

The Jasper & Eastern Railway (Santa Fe system) is reported to have let the contract for its bridge over the Sabine river in Texas to Kahmann & McMurray of Kansas City. The line is to run east from Kirbyville, Texas, to De Ridder and other Louisiana points.

The Atlantic & Birmingham Railway has, it is reported, closed a deal for terminals at Brunswick, Ga., and Mr. George Dole Wadley, vice-president and general manager, is quoted as saying that work on the new passenger and freight depot will begin as soon as possible.

Mr. John R. Kenly, general manager of the Atlantic Coast Line, has resigned, according to a report from Wilmington, N. C., and Mr. W. N. Royall, general manager of the first division, has been appointed to succeed him on April 1. Mr. Kenly will, it is further stated, continue to perform the duties of fourth vice-president, which position he has held for some time.

Mr. J. B. McClary, general manager of the Sheffield Company, writes from Sheffield, Ala., to the MANUFACTURERS' RECORD that the only new work at present contemplated by the company is the building of a mile of track with four sidings in Florence, Ala., for the purpose of handling freight cars from steam roads to the wholesale district and the erection of a 200-kilowatt rotary converter in the power station. All the material for these two jobs has been purchased.

Ice Manufactured South.

At the annual meeting of the Southern Ice Exchange at Augusta last week it was estimated that the daily output of ice manufactured in the South is more than 18,000 tons.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

The Denison Cotton Mill.

W. B. Munson of Denison, Texas, reported last week as having purchased the Denison Cotton Mills (which has been recently owned by the American Cotton Spinning Co.), did not represent capitalists. He now owns the property individually, and plans to put the entire plant in the best modern condition before resuming operations. No final arrangements to this end have been perfected, and Mr. Munson is prepared to correspond with capitalists desirous of becoming interested in the property. The mill building is of modern design, with capacity for 30,000 spindles as a weaving plant, and has a complete power plant attached.

A \$100,000 Enlargement.

An enlargement to the equipment of the Hartsville Cotton Mills of Hartsville, S. C., will be arranged for, and the improvements will cost probably \$100,000. The company purposes to add 5000 spindles, 100 looms and the necessary carding equipment, installing this new machinery in the present building. Its present building was designed to hold 40,000 spindles, with complement of weaving machinery, and there are only 28,000 spindles and 700 looms in position now. J. E. Sirrine of Greenville, S. C., is the company's engineer in charge of the betterments.

The Beatrice Cotton Mills.

The Beatrice Cotton Mills of Meridian, Miss., plans to build a plant for an equipment of 20,000 spindles and 600 looms, to be operated on the production of fancy cotton goods. The company has not as yet completed all the arrangements, and a capital stock of \$400,000 is to be invested. Louis Cohn, general manager, is the engineer in charge. Several weeks ago the MANUFACTURERS' RECORD reported the incorporation of this company.

The Wiscasset Mills Enlargement.

Several weeks ago the MANUFACTURERS' RECORD referred to the Wiscasset Mills of Albemarle, N. C., as having begun the erection of an additional building two stories high, 125x275 feet. The construction work is now progressing, and it is known that the company will install 15,000 spindles in the building when it is completed. This indicates an extension of the plant to cost about \$225,000.

To Double Plant.

The Clayton Cotton Mills of Clayton, N. C., was referred to in January as contemplating to double its plant. This enlargement has now been definitely decided on, and the company expects to have the additional equipment in operation by October 1. Its present plant is operating 5120 ring spindles on the production of yarns.

An Opportunity for Capital.

The Jonesville Manufacturing Co. of Jonesville, S. C., plans to interest capitalists in the erection of a mill for manufacturing yarns as an addition to its present plant. The company anticipates putting in 5000 mule spindles and putting its present 7000 ring spindles on cloth, 250 looms to be added for weaving this product.

Wants Prices on Denims.

E. C. Stahn of Chester, S. C., writes the Manufacturers' Record that he wants samples and prices on denims suitable for manufacturing overalls. Southern mills are invited to correspond with him.

Textile Notes.

Charlotte (N. C.) manufacturers are corresponding with Gainesville (Ga.) parties relative to the establishment of a woolen mill in Gainesville.

A company will be organized with C. L. Perkins, president, and Howard M. Wade, secretary-treasurer, to build a knitting mill. Capital stock will be \$100,000.

It is reported that Messrs. B. Frank Mebane and Arthur Draper, both of Spray, N. C., will build a cotton mill to cost \$1,000,000 for the manufacture of denims at Spray.

The Woodstock Cotton Mills of Anniston, Ala., is adding 1000 spindles and a number of looms in connection with its improvements and enlargements recently reported.

The recent report that Edward M. Maclean will establish a cotton mill at Columbus, Ga., is true, but no arrangements have been completed, nor can any details be stated at present.

It is reported that W. F. Cox of Anderson, S. C., contemplates building a cotton factory in connection with the water-power-electrical development undertaken by the Savannah River Power Co., near Calhoun Falls, S. C.

The Adams Knitting Mills of Gadsden, Ala., has completed the bleachery recently reported as to be added to its plant. The company further contemplates installing an equipment of spindles to manufacture the cotton yarns it consumes.

It is proposed to make a considerable extension to the plant of the Spalding Cotton Mills or of the Boyd-Mangham Manufacturing Co., located at Griffin, Ga., but no definite arrangements have been made. J. J. Mangham is president of the Spalding company and treasurer of the other company named.

The Georgia Manufacturing Co. of Columbus, Ga., has awarded contracts for the installation of additional carding machinery and drawing frames in order to balance its mill, which had too many spindles for the other machinery. This company manufactures hosiery, its daily output being 1500 dozen pairs.

QUOTATIONS OF COTTON YARNS.

By Paulson, Linkroom & Co., New York, Philadelphia and Chicago. March 21.

No. 10s-1 and 12s-1 warps.....	14 1/2 @ 15
No. 14s-1 warps.....	15 @ 15 1/2
No. 16s-1 warps.....	15 1/2 @ 16
No. 20s-1 warps.....	16 @ 16 1/2
No. 25s-1 warps.....	16 1/2 @ 17
No. 25s-1 warps.....	17 1/2 @ 18
No. 6s to 10s yarn.....	14 @ 14 1/2
No. 12s-1.....	14 1/2 @ 15
No. 14s-1.....	15 @ 15 1/2
No. 16s-1.....	15 1/2 @ 16
No. 20s-1.....	16 @ 16 1/2
No. 25s-1.....	16 1/2 @ 17
No. 8s-2 ply soft yarn.....	15 @ 15 1/2
No. 10s-2 ply soft yarn.....	15 1/2 @ 16
No. 8s-2 ply hard.....	14 1/2 @ 15
No. 10s-2 ply hard.....	15 @ 15 1/2
No. 12s-2 ply.....	15 1/2 @ 16
No. 14s-2 ply.....	16 @ 16 1/2
No. 16s-2 ply.....	16 1/2 @ 17
No. 20s-2 ply.....	17 @ 17 1/2
No. 25s-2 ply.....	17 1/2 @ 18
No. 30s-2 ply yarn.....	18 @ 18 1/2
No. 40s-2 ply.....	19 @ 19 1/2
No. 8s-3, 4 and 5 ply.....	14 1/2 @ 15
No. 20s-2 ply chain warps.....	17 @ 17 1/2
No. 24s-2 ply chain warps.....	18 @ 18 1/2
No. 30s-2 ply chain warps.....	18 1/2 @ 19
No. 16s-3 ply.....	19 1/2 @ 20
No. 20s-3 ply.....	19 1/2 @ 20
No. 25s-3 ply.....	20 @ 20 1/2

For Paducah.

The Commercial and Manufacturers' Association of Paducah, Ky., will have a smoker on the evening of March 24 for the furtherance of the material interests of that city.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Woodworking at Pell City.

[Special Cor. Manufacturers' Record.] Pell City, Ala., March 16.

Mr. B. G. Rhodes, who has for some time past been operating a hardwood plant at Dublin, Ga., has decided to move his machinery to Pell City, Ala., and a company is being organized for that purpose. Mr. Rhodes spent over a week investigating the timber in the territory tributary to Pell City, with others interested with him, and reports practically unlimited quantities of first-rate grade brought to light. At Dublin about 30 men were employed, and the same number will go to work at the start here, but it is expected that an increase in the capacity of the plant will soon be made which will require quite a number of additional operatives. A one-acre site has been secured just southwest of the chemical charcoal plant now in process of erection, to which point a side-track will be run, affording an outlet of finished articles over both the Southern and Seaboard roads, a combination insuring low freights and prompt deliveries. Incorporation papers are now being prepared calling for a total capitalization of \$10,000, which will be fully paid in. Mr. B. G. Rhodes will be president and general manager, and the directors will be as follows: A. J. Rhodes, Sumter Cogswell, E. J. Mautz and McLane Tilton, Jr. The company will manufacture spokes, handles, axles, plow beams, wagons, flooring, ceiling and hardwood novelties, and already has a sufficient number of contracts on hand to insure success from the start. This plant, together with the charcoal company, makes Pell City a most attractive point for Northern farmers seeking new locations in the South. Lands heavily timbered can be purchased at prices cheap enough to be cleared with considerable profit, and much money can be made while putting these farms in a condition ready for cultivation.

McLANE TILTON, JR.

Would Make Wooden Dishes.

Mr. J. Edward White, clerk and treasurer of the Worcester county commissioners, writing from Snow Hill, Md., to the MANUFACTURERS' RECORD about obtaining machinery for making what is known as the scoop butter-dish, says:

"You probably understand what I mean by this, a solid dish in one piece without tin or wire ends. We have a factory on the river bank close to a large tract of timber and about nine miles from any large town. Consequently, we are unable to secure help to make butter-dishes with tin or wire ends. We are, therefore, looking for something to manufacture that can be done principally by machinery. The timber is a small item, located as we are. If there is some other product which we could manufacture at a profit we should be glad of any suggestion. I understand there is a patent on the machinery for making this oval butter-dish, but there must be some way to secure the machinery by paying some royalty for its use."

Lumber at Liverpool.

The monthly timber circular of Duncan, Ewing & Co., Liverpool, shows that during February 25,000 cubic feet of American hewn pine were imported and the consumption was 21,000 cubic feet, leaving stock at Liverpool and Manchester 147,000 feet; that 73,000 cubic feet of sawn pine were imported and the consumption was 189,000 feet, leaving the stock at 731,000 feet, and that 47,000 cubic feet of

planks and lumber were imported and the consumption was 84,000 cubic feet, leaving stock of 355,000 cubic feet.

Lumber Notes.

One day's lumber shipments from Jacksonville, Fla., last week aggregated 1,708,000 feet.

The State Lumbermen's Association of Texas will meet at Fort Worth April 11, 12 and 13.

Arrangements were made last week for the shipment of 2,500,000 staves from Carthage, Tenn.

Recent tides have brought to Chattanooga, Tenn., 2,500,000 feet of logs, principally from the Clinch and Powell rivers.

Naval-stores factors are contemplating the organization at Jacksonville of a company with a capital of not less than \$1,000,000, composed of operators as well as factors.

Spoke and hub manufacturers of the South who met at Nashville last week will meet again May 1 to perfect the organization of the Spoke Manufacturers' Association for the establishment and maintenance of a system of uniform grade and price.

Phosphate and Fertilizer Notes.

The Gonzales (Texas) Cotton Oil Co. shipped 55,000 gallons of oil to Mexico last week, nearly two-thirds of its season's production.

Cottonseed-oil mills in Jackson, Miss., are preparing to close down for the season. It is reported that farmers are using what seed they have left for fertilizing purposes.

During 1904 the shipments of hard-rock phosphate from Florida amounted to 493,339 tons, of land pebble 364,446 tons and of river pebble 81,650 tons—a total of 939,487 tons.

A local dealer in fertilizers at Montgomery, Ala., has sent his check for \$50 to the Alabama Cotton Association in aid of the movement for reduction of acreage and holding of the remnants of the present crop.

Railroads at Nashville have handled during the past week or ten days 100 carloads a day from the fertilizer factories of that city, and it is thought that the business will not be much behind that of last year.

It is still the impression at Wilmington that although the fertilizer movement is very heavy just at present, the time now remaining will not permit shipments equal to those of last season, and that the movement will be reduced about 25 per cent. from that of last year.

R. K. Motishaw & Co. of No. 9 Love Lane, Mazagon, Bombay, India, write to the MANUFACTURERS' RECORD that they are the mining agents of the best lines of Indian mica, and will be glad to furnish anyone with samples. They also have graphite, manganese, slate, asbestos and gadenite mines, the latter mineral containing large proportions of yttrium and thorium.

A. Tchamkerten of Constantinople writes to the MANUFACTURERS' RECORD that he desires to place in communication with N. Kasbarian of Constantinople American merchants handling gum tragacanth.

The Seed Crushers' Association in session at Jackson, Miss., considered offers from Jackson, Vicksburg and Meridian for the proposed independent cottonseed-oil refinery.

The meeting last week at Charlotte, N. C., of the Sash, Door and Blind Manufacturers' Association was concerned with the trade conditions.

MECHANICAL

Smyth County Courthouse.

Many handsome and costly public buildings are being erected throughout the South, and it is a noticeable fact that in obtaining the plans and specifications for these structures the authorities de-

the track can be made with the rail riveted to the ties by doghead rivets.

The advantages of this system of trackage are self-evident. It involves practically no expense of maintenance or renewals; there is no need of any ballasted road, and it can be laid and worked on any class of soil; a great reduction in cost

Goulds New Combination Pumping Head.

An accompanying illustration shows the Goulds New Combination Pumping Head for wells 100 to 200 feet deep. It is a very compact, strong machine for operating pumping cylinders by either hand-power, windmill or belt from line

rod. If belt-power is used the hand-lever is disconnected from the well-rod and the pulley drives the gearing, which in turn operates the connecting rod, crosshead and well-rod.

This is only one of a large number of first-class up-to-date pumping machines made by the old established and well



SMYTH COUNTY COURTHOUSE—FRANK P. MILBURN, ARCHITECT.

mand the best possible architectural service that can be secured. An accompanying illustration presents a view of one of these structures—a courthouse to be built at Marion, Va., by Smyth county. It will cost about \$52,000. The architect in charge is Frank P. Milburn of Columbia, S. C., who has furnished the plans for numerous buildings of this character in the South.

The Advantages of Portable Track.

The advantages of portable railways for use in machine shops, boiler-rooms and all classes of manufacturing establishments are being considered more and more by owners of both large and small industrial plants, also by contractors for construction work.

The object of portable narrow-gauge roads is to provide an easy and economical means of transportation, thereby ensuring a considerable saving in the cost of any kind of work requiring the moving of earth, raw produce or manufactured materials of a temporary or permanent nature. Accompanying this reference is presented illustrations of both channel and flat-tie construction of portable

and labor is effected when laying the track as compared with laying rails mounted on wooden sleepers, as no skilled labor is required in forming the gauge and installing the curves. The track is supplied ready for laying, without any preparation; the curves, crossings or any special lengths are manufactured to meet requirements.

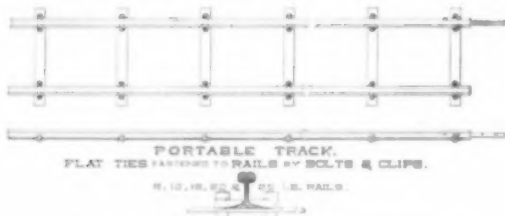
Switches are also made of the portable



PORTABLE TRACK—CHANNEL-TIE CONSTRUCTION.

type and of the same length sections as the track, making same interchangeable, so that if necessary at any time a section of track can be substituted in place of the switch.

Full details and prices of all material pertaining to industrial railways, in-



PORTABLE TRACK—FLAT-TIE CONSTRUCTION.

track. This track is made up in any light weight of rail and to any gauge desired. The channel-tie construction is preferable where the track is laid in soft earth, etc., but for use on concrete or hard floors of any kind, flat ties are very often substituted. As a rule the sections are 15 feet long, and there are five ties to a section, the ties being fastened to the rails by clips and bolts, or, if preferred,

cluding steel and wooden cars, turntables, etc., will be furnished by the Womham-Magor Engineering Works, New York office at 20 Broadway, Boston office at 141 Milk street. This company manufactures portable track, industrial cars, etc.

The Commercial Club of Gadsden, Ala., has elected Mr. E. W. Whips president.

shaft, motor or engine. The stroke is adjustable, 6, 8 or 10 inches. It has a large air chamber and a compression bib spout fitted for hose and there is an opening back of the spout for connecting an iron pipe. The hand-lever is long and powerful. A strong brace is furnished to bolt to the standard and well-cover to make the head rigid. The well-pipe screws into the base just below the stuff-

ing-box, through which the polished well-rod operates. By removing two bolts that secures the stuffing-box and disconnecting well-rod from the crosshead, a 2 3/4-inch plunger can be drawn up through the base without removing the head or disturbing the piping, which is a very desirable feature in case the cylinder plunger needs repacking. For mechanical power it is geared 8 1/2 to 1. A tight and loose pulley 8x2 1/2 is supplied which operates the double reduction gears that are well and carefully made. All bearings are of babbitt metal and provided with grease boxes for lubrication, making a very smooth, easy-running machine of great durability. For maximum capacity and depth it will require about a 2 1/2-horsepower gasoline engine.

Change of power can be easily effected. For hand use, remove a slip-pin from the crosshead, disconnecting the connecting rod and gearing, and the hand-lever then operates directly on the well-rod; for windmill this same slip-pin is removed, disconnecting the gearing, and the hand-lever is detached from the windmill rod by removing another slip-pin; the windmill then operates directly on the well-



GOULDS NEW COMBINATION PUMPING HEAD.

known pump builders, the Goulds Manufacturing Co. of Seneca Falls, N. Y. Write for further particulars.

The Standard Adding Machine.

The wise man today is the man who has a machine to do his work. The machine is always willing, steady, ready, accurate, and its capacity for keeping at it is unlimited. It doesn't eat, drink, sleep or go on a strike, but ceaselessly works away following the guidance of its master, man. A boon of the business world today is the adding machine, hardly beyond its infancy, yet already in its special place in the business world, with its usefulness and absolute importance firmly established to a certainty.

This is the "machine age," and no up-to-date business man can afford to waste time and energies trying to do what a machine can do much better and in one-fourth the time.

The Standard Adding Machine in an office means a simple dropping out of brain worry, physical exhaustion, unnecessary labor and expense. It will add from one cent to \$99,999,999.99. It is



THE STANDARD ADDING MACHINE.

claimed that one man can do the work with the machine that ten men could not do without it. The other nine are free to turn their brain and ability to perfecting the business system which means success today. This machine is constructed of few parts, that give great strength and durability. It is perfectly made and will not get out of order with reasonable service. It is simplicity itself in the operation. Speed and proficiency are quickly acquired.

The Standard Adding Machine Co. of St. Louis manufactures the Standard Adding Machine, an illustration of which is presented herewith. Write for descriptive booklet.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points, they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BALTIMORE BUILDING NOTES.

Business Buildings.

Baltimore—Office Building.—Further details have been obtained concerning office building for the United States Fidelity & Guaranty Co., 16 West Saratoga street, to be located on southwest corner Calvert and German streets, after plans and specifications by Simonson & Pietsch, architects, Hoen Building, 302 East Lexington street. Structure to be seven stories high with basement, 67.7x92.5 feet; Indiana limestone exterior with granite base; steel-frame construction, fireproofed with either terra-cotta or concrete; slag roofing; terra-cotta or reinforced concrete floor arches; galvanized-iron skylight; fire-escape; ornamental iron; interior marble; terrazzo floors; fireproof vaults; sanitary plumbing; two freight lifts. Heating system, electric wiring, two electric passenger elevators, directory, mail chute, kitchen range and combination-light fixtures not included in contract. Any responsible builder can obtain the plans for the purpose of submitting estimate on construction. Murphy Construction Co., 202 West Fayette street; George A. Fuller Company, 203 North street; Cramp & Co., 407 St. Paul street; Noel Construction Co., Eutaw and McCulloh streets; Wells Bros. Company, 410 Union Trust Building, Charles and Fayette streets; Wm. Steele & Sons, 17 West Saratoga street; Henry Smith & Sons Company, 116 South Register street; Henry S. Rippel, 7 Clay street; Charles McCaul Company, 123 West Saratoga street; J. F. Stuckert, 215 North Calvert street; German & Co., 327 St. Paul street; J. D. Kline, care Edward L. Bartlett, 100 East Lexington street, and John A. Sheridan Company, 321 North Holliday street, have obtained plans. Bids to be in 3 P. M. March 31.

Baltimore—Warehouse.—A. W. Harrison, 315 South Sharp street, will erect warehouse to be located at 22 South Gay street after plans and specifications by Uriah O. Long, architect, 316 North Paca street. Structure to be three stories high with basement, 22x35 feet; brick with granite base and terra-

cotta trimmings; concrete foundation; steel beams; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system. D. A. Schmid, 1000 Hopkins avenue; Albinus Schuck, 3300 East Baltimore street, and James F. Farley, 17 North Frederick street, have been selected to estimate on the construction.

Baltimore—Dwellings.—Charles H. Gerwig, builder, 603 Fidelity Building, Charles and Lexington streets, will erect for himself 18 dwellings to be located on Calvert street between 28th and 29th streets, after plans and specifications by Jacob F. Gerwig, architect, 16 Clay street. Structures to be three stories high with basements, 18x66 feet; Pompeian brick with whitestone trimmings; porch fronts; tin roofing; galvanized-iron cornices; electric wiring and fixtures; sanitary plumbing; steam heating system; cost to be about \$75,000.

Baltimore—Business Building.—J. J. Valentine, 314 North Charles street, has purchased the property located at 13 West Mulberry street and will erect business building on the site, which is 26x150 feet.

Baltimore—Warehouse.—The Crane Company, 626 West Pratt street, recently reported as having purchased the properties located at 628 and 630 West Pratt street, has commissioned Charles E. Cassell & Son, architects, 411 North Charles street, to prepare plans and specifications for the general alteration to and repair of the buildings on the site.

Baltimore—Restaurant.—Wm. Depkin, 436 Light street, has awarded contract to E. Selckmann, builder, 1808 North Chester street, for the construction of restaurant to be located at 124 Light street after plans and specifications by Wright, Blair & Co., architects, 7 Clay street. Structure to be three stories high with basement, 33x25.6 feet; brick with stone trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornice; metal ceilings; sanitary plumbing. Gas and electric fixtures, bar cases, shelving and heating system not included in contract. This building previously mentioned.

Baltimore—Apartment-house.—James H. Traynor, 213 Mosher street, will erect apartment-house to be located at 215 Mosher street after plans and specifications by Henry J. Tinley, architect, 421 St. Paul street. Structure to be three stories high with basement, 21x90 feet; Roman brick with Kibbe-stone base and trimmings; concrete foundation; tin roofing; galvanized-iron cornice and skylight; gas fixtures; sanitary plumbing; hand lift. Heating system not included in contract.

Baltimore—Store Building.—Charles W. Rife, Pennsylvania avenue near Fulton avenue, has commissioned Henry J. Tinley, architect, 421 St. Paul street, to prepare plans and specifications for the general alterations to building located on Pennsylvania avenue near Fulton avenue.

Baltimore—Warehouse.—Emanuel Greenbaum, 1614 Eutaw Place, has awarded contract to Walter E. Burnham, builder, 45 Builders' Exchange Building, for the construction of warehouse to be located at 15 and 17 West German street after plans and specifications by Sperry, York & Sawyer, architects, 409 Calvert Building, Fayette and St. Paul streets. Structure to be four stories high with basement, 38x50 feet; brick with terra-cotta trimmings; granite base; steel beams and girders; cast-iron columns; sanitary plumbing. Heating apparatus, electric wiring and fixtures and elevator car and machinery not included in contract. This building previously mentioned.

Baltimore—Office Building.—The Woodlawn Cemetery Co., 6 East Lexington street, has commissioned Haskell & Barnes, architects, Central Savings Bank Building, 3 East Lexington street, to prepare plans and specifications for an office building to be located at the Woodlawn Cemetery. Structure to be two stories high, 60x80 feet; frame construction on stone foundation; sanitary plumbing; heating system.

Baltimore—Store and Office Building.—Charles Gilpin, 601 Union Trust Building, Charles and Fayette streets, is an additional builder who is estimating on the construction of store building for the Singer Manufacturing Co. of New York to be located at 109 and 111 West Lexington street after plans and specifications by Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street. Full details concerning the building, with names of other builders estimating, recently mentioned. Bids to be in March 22.

Baltimore—Dwellings.—Charles E. Spalding, 213 Courtland street, has purchased about 10 acres of ground near Druid Hill Park and will erect about 400 houses on the site.

Baltimore—Restaurant.—Bradley & Smith, 317 West Fayette street, have had plans and specifications prepared for the general alterations to and repair of building located at 317 West Fayette street. Improvements consist of new front, roof, floors and the reconstruction of a part of the old building. Brady & Watters, 532 St. Paul street; Willis & Mason, 22 East Lexington street, and R. H. Frazier & Sons, 230 St. Paul street, are among those estimating on the work.

Baltimore—Warehouses.—The Sheppard & Enoch Pratt Hospital, 317 North Charles street, has awarded contract to John Cowan, builder, 106 West Madison street, for the construction of two warehouses to be located at 210 and 212 East Lombard street and extending through to 209 and 211 Water street after plans and specifications by Charles E. Cassell & Son, architects, 411 North Charles street. Structures to be four stories high with basements, 53.1x105.6 feet; brick with terra-cotta and copper trimmings; concrete foundation; steel beams; slag roofing; copper cornices; mill construction; metal frames and sashes glazed with wireglass. Elevators, heating systems, electric wiring and fixtures and plumbing not included in contract. These buildings previously mentioned.

Baltimore—Office Building.—Thompson-Starratt Company, Continental Building, Baltimore and Calvert streets; A. J. Robinson Company, 30 West Franklin street; Broderick & Wind, 102 East Lexington street; B. F. Bennett, 123 South Howard street; Wm. H. Wells, 214 North Liberty street; Henderson & Co., Ltd., 218 West Fayette street; Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets; A. H. Ramsay, Tebley & Strause and the P. J. Carlin Construction Co. of New York are additional builders who have obtained plans for the purpose of estimating on the construction of office building for the United States Fidelity & Guaranty Co., 16 West Saratoga street, to be located at southwest corner Calvert and German streets after plans and specifications by Simonson & Pietsch, architects, Hoen Building, 302 East Lexington street. Full details concerning the building, with names and other builders estimating, recently mentioned. Bids to be in 3 P. M., March 31.

Baltimore—Dwellings.—Daniel Donnelly, 2324 East Preston street, has awarded contract to J. A. Couling, builder, 1527 North Wolfe street, for the construction of 10 dwellings to be located on Hoffman street near Patterson Park avenue after plans and specifications by J. W. Shaw, architect. Structures to be two stories high with basements, each 16x70 feet; brick with stone base and trimmings; tin roofing; galvanized-iron cornices; gas fixtures; sanitary plumbing; heating systems; cost to be about \$10,000.

Baltimore—Dairy Depot.—The Gardiner Dairy Co., 1845 Druid Hill avenue, has awarded contract to B. W. & E. Minor, builders, 20 Clay street, for the general alterations to and repair of building located at 520, 522 and 524 North Calvert street, recently purchased by the company.

Baltimore—Warehouse.—Edward A. Boury of Brooklyn, N. Y., has awarded contract to George Bunneke & Sons, builders, 305 St. Paul street, for the construction of warehouse to be located at 105 Mercer street and extending through to 106 Water street. Structure to be four stories high, 20x80 feet; brick with granite base and terra-cotta trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system.

Baltimore—Warehouse.—Walter De C. Poultney, 336 St. Paul street, has commissioned Ellicott & Emmart, architects, 1101 Union Trust Building, Charles and Fayette streets, to prepare plans and specifications for warehouse to be located at 107 and 109 Mercer street and extending through to 108 and 110 Water street. Structure to be two stories high, about 40x60 feet; brick with stone trimmings; concrete foundation; steel beams; sanitary plumbing. Plans will be distributed this week for estimates on construction. This building previously mentioned.

Baltimore—Warehouses.—Further details have been obtained concerning two warehouses for the Johns Hopkins Hospital, Calvert Building, Fayette and St. Paul streets, to be erected at 111, 113, 115 and 117 South

Frederick street after plans and specifications by Archer & Allen, architects, Central Savings Bank Building, 3 East Lexington street. Structures to be four stories high, 90x90.6 feet; brick with granite base and Indiana limestone trimmings; concrete foundation on piling; steel beams and girders; cast-iron columns; slag roofing; vault doors; metal doors, frames and sashes glazed with wireglass; fire shutters; sanitary plumbing; gasfitting. Heating systems, electric wiring, elevators, fire-escapes, gas and electric fixtures, iron window guards and paving in alley not included in contract. John Cowan, 106 West Madison street; B. F. Bennett, 123 South Howard street; Morrow Bros., 212 Clay street; Edward D. Preston, 140 West Fayette street; Wm. Steele & Sons, 17 West Saratoga street; Charles L. Stockhausen, National Marine Bank Building, Gay and Water streets, and John A. Sheridan Company, 321 North Holliday street, have been selected to estimate on the construction. Estimates to be in March 25.

Baltimore—Warehouse.—Further details have been obtained concerning alterations to and repairs of warehouse for the Crane Company, 626 West Pratt street, located at 628 and 630 West Pratt street, after plans and specifications by Charles E. Cassell & Son, architects, 411 North Charles street. Morrow Bros., 212 Clay street; John Cowan, 106 West Madison street, and Brady & Watters, 532 St. Paul street, have been selected to estimate on the work. Estimates to be in March 22.

Baltimore—Store Building.—James T. Dennis has awarded contract to German & Co., builders, 327 St. Paul street, for the reconstruction of store building located at 15 West Lexington street. Structure to be two stories high with basement, 24.6x32 feet; brick with marble base; steel beams; tin roofing; electric wiring and fixtures; sanitary plumbing; heating system; cost to be about \$4000. This building will be occupied by the J. W. Mealy & Sons Company, jewelers, 7 West Lexington street. This building previously mentioned.

Baltimore—Store Building.—William May, 1726 Linden avenue, has awarded contract to Monmonier & Sorrell, builders, 308 Laurens street, for the general alterations to and repairs of store building located at 24 West Lexington street after plans and specifications by Charles M. Anderson, architect, 324 North Charles street. Improvements consist of new store front, tile flooring, skylight and new fixtures. This building previously mentioned.

Baltimore—Apartment-house.—Wm. B. Ehlen, 30 West Franklin street, has purchased for clients the property located at northwest corner Charles street and Mt. Vernon Place, and it is reported that an apartment-house will be erected on the site, which is 66.2x160 feet.

Baltimore—Warehouse.—George L. Keister, 109 West Camden street, has had new plans prepared by W. L. Minor, architect, 20 Clay street, for the construction of warehouse to be located at northwest corner Light and Pratt streets. Structure to be five stories high, 25x80 feet; brick with granite base and terra-cotta trimmings; concrete foundation; steel beams; slag roofing; galvanized-iron cornice; electric wiring and fixtures; sanitary plumbing; heating system; elevator. M. L. Wright, 324 West Biddle street; John A. Sheridan Company, 321 North Holliday street; J. F. Stuckert, 215 North Calvert street; Morrow Bros., 212 Clay street; J. H. Miller, 110 Dover street; B. W. & E. Minor, 20 Clay street, and Henry S. Rippel, 7 Clay street, have been selected to estimate on the construction. Estimates to be in March 23. This building previously mentioned.

Baltimore—Hay Shed.—The Western Maryland Railroad Co. will erect hay shed to be located at the Hillen Yard after plans and specifications by J. W. Galbreath, engineer, Hillen Station. Structure to be two stories high, 42x120 feet; brick and stone base; corrugated-iron sides; slag roofing. Baltimore Sand & Contracting Co., Gay and Pratt streets; J. J. Walsh & Son, 1525 Maryland avenue; Walter E. Burnham, 45 Builders' Exchange Building, 2 East Lexington street, and Allen & Kefauver of Washington, D. C., have been selected to estimate on the construction. Estimates to be in March 25.

Baltimore—Store Building.—Further details have been obtained concerning store building for Louis Kaufman & Sons, Gay and Forrest streets, to be erected at southwest corner Gay and Forrest streets after plans and specifications by Louis Levi, architect, 704 Union Trust Building, Charles and

Fayette streets. Structure to be five stories high with basement, 28x40 feet; brick with Indiana limestone and metal trimmings; concrete foundation; steel beams and girders; cast-iron columns; tin roofing; galvanized-iron cornice; pavement lift; sanitary plumbing. Electric wiring and fixtures, heating system and elevator not included in contract. George Bunnecke & Sons, 305 St. Paul street; Wm. H. Porter & Son, 505 East Forrest street; James F. Farley, 17 North Frederick street; Frank T. Maguire, Gay and Pratt streets and 224 Druid Hill avenue, and Henry S. Rippel, 7 Clay street, have been selected to estimate on the construction. Estimates to be in March 23.

Baltimore—Restaurant.—The Russell Construction Co., 17 East Saratoga street, is an additional bidder which is estimating on the construction of restaurant for Thomas Ryan, 438 Light street, to be located at 6 Light street. Full details concerning the building, with names of other bidders estimating, recently reported. Estimate to be in March 25.

Baltimore—Carriage Repository.—Peter Reville, Jr., 1504 West Fayette street, has awarded contract to Charles L. Stockhausen, builder, National Marine Bank Building, Gay and Water streets, for the construction of carriage repository to be located at 5, 7 and 9 North Stricker street. Structure to be two stories high, 41x52 feet; brick with stone trimmings; slag roofing.

Baltimore—Dwelling.—Rev. C. F. Thomas, 22d street near York road, has awarded contract to J. P. Brady, builder, 517 East 22d street, for the construction of an addition to dwelling located on 22d street near York road. Structure to be three stories high, 37x18 feet; brick with stone trimmings; slate roofing; sanitary plumbing; heating system; cost to be about \$6000.

Baltimore—Dwelling.—Richard L. Bentley, Eutaw and Madison streets, has awarded contract to Ignatius Smith, builder, 293 St. Paul street, for the construction of dwelling to be located at Roland Park after plans and specifications by Herbert C. Wise, architect, 1012 Walnut street, Philadelphia, Pa. Structure to be two stories high with basement, 45x59.9 feet; frame construction on stone foundation; tin roofing; electric wiring and fixtures; sanitary plumbing; heating system. This building previously mentioned.

Baltimore—Warehouse.—Sanders & George, wholesale dealers in teas, 805 North Howard street, has purchased the property located at 6 East Lombard street, and will erect a four-story warehouse on the site, which is 23.5x85 feet.

Baltimore—Store Building.—William Goldsmith has awarded contract to B. W. & E. Minor, builders, 20 Clay street, to make a number of alterations of and repairs to buildings located at 1713, 1715 and 1717 Pennsylvania avenue, after plans and specifications by Charles M. Anderson, architect, 324 North Charles street. Alterations consist of new store front of plate and prismatic glass; steel beams and girders; cast-iron columns; stairways; sanitary plumbing. Electric wiring and fixtures and heating system not included in contract. This building previously mentioned.

Baltimore—Art Gallery.—Henry Walters, 5 West Mt. Vernon Place, has awarded contract to the J. C. Vreeland Building Co., 1133 Broadway, New York, for the construction of art gallery to be located at northwest corner of Charles and Centre streets, after plans and specifications by Delano & Aldrich, architects, 9 East 1st street, New York. Structure to be three stories high with basement, 120x129 feet; limestone exterior with pink granite base; concrete foundation; steel-frame fireproof construction; copper roofing and skylights; bronze frames and sashes glazed with wireglass; interior marble; terrazzo floors, bronze doors; ornamental bronze work; inside fire shutters; sanitary plumbing. Hardware, electrical work, heating system, elevator and decorations for second floor not included in contract. The cost of building will be about \$450,000. This building previously mentioned.

Baltimore—Fish Market.—Cramp & Co., 407 St. Paul street, were the lowest bidders at their bid of \$103,375 for the construction of municipal fish market to be located on Centre Market Space, after plans and specifications by Simonson & Pletsch, architects, Hoen Building, 202 East Lexington street, but on the alternate bid, substituting terra-cotta trimmings for Indiana limestone, the Charles McCaul Company, 123 West Saratoga street, was the lowest bidder at its bid of \$97,551. Structure to be two stories high, 135x200 feet; brick with granite base and Indiana limestone or terra-cotta trimmings; steel-frame fireproof construction; tin roofing; reinforced concrete construction of stairs, toilets, offices and corridors; ornamental iron; trussed roof; 26 steel rolling doors; galvanized-iron skylight; 25 dumbwaiters and speaking tubes;

electric wiring and fixtures; sanitary plumbing; heating system connected with outside supply. Foundations to be either of spread-concrete system or concrete-caisson system, and on the former, at its bid of \$14,100, and on the latter, at its bid of \$9700, the Cranford Paving Co., Home Life Building, Washington, D. C., was the lowest bidder. This building previously mentioned.

Manufacturing Buildings and Other Enterprises.

Baltimore—Power-house.—The Consolidated Gas, Electric Light & Power Co., 30 South Eutaw street, will erect a power-house to be located at Westport after plans and specifications by P. O. Keilholtz, consulting engineer, 39 South Eutaw street. Structure to be one story high, 132x176 feet and 65 feet high; building to be of reinforced-concrete construction; slag roofing; two spiral stairways; metal-covered frames and sashes; two stacks 200 feet high. The Steel Concrete Construction Co., 400 St. Paul street, is estimating on the construction. Estimates to be in March 25. The Hennebique Construction Co., 227 St. Paul street, and the Baltimore Ferro-Concrete Co., 361 Calvert Building, Fayette and St. Paul streets, are also estimating on the construction.

Baltimore—Real Estate.—The James A. Bealmeier & Son Company has been incorporated with an authorized capital stock of \$20,000 for dealing in real estate by James A. Bealmeier, 402 Fidelity Building, Charles and Lexington streets; J. Irving Bealmeier, Wm. R. Bealmeier, George A. Bryant and Walter I. Dawkins.

Baltimore—Chrome Works.—The Baltimore Chrome Works, 1348 Block street, will erect a shed containing about 30,000 square feet on Philpot street.

Baltimore—Sewerage System, Paving Improvements, etc.—The City Council will order that at the municipal election to be held on May 4 a vote be taken on the proposed municipal improvements which have been under consideration for some time. It is proposed to issue bonds for \$10,000,000 to build the sewerage system. Preliminary work will be finished this year and construction begin in 1906; bonds for \$2,000,000 for annex improvements, the commissioners for opening streets to have charge of the expenditures, \$5,000,000 to be available at first, and bonds for \$1,000,000 for public-park improvements. The next legislature will be petitioned to authorize the city to vote on issuing bonds for \$2,000,000 for paving improvements, \$3,262,500 for schools and \$2,000,000 for 14 engine-houses, five truckhouses, pipe line and fireboats. Address The Mayor.

Baltimore—Mechanical Plant.—Further details have been obtained concerning mechanical plant and stable for the Consolidated Gas Co., Lexington and Liberty streets, to be located on Front street near Forrest street, after plans and specifications by the engineering department of the Gas Company. Shop to be four stories high, 49.2x162.2 feet, and stable three stories high, 39.5x79.2 feet; brick with bluestone or Beaver Dam marble trimmings; concrete foundation; steel beams and girders; cast-iron columns; slag roofing; galvanized-iron cornice and skylight; fire-escape; fire doors; sanitary plumbing. Heating system, electric wiring, telephone wiring and elevator car and machinery not included in contract. An alternate bid will be received on reinforced concrete construction. Harry H. Brown, 109 Clay street; Walter E. Burnham, 45 Builders' Exchange Building, 2 East Lexington street; John Hiltz, 3 Clay street, and Morrow Bros., 212 Clay street, have been selected to estimate on the construction. Estimates to be in about March 23.

Baltimore—Can Factory.—A number of union canmakers are contemplating the erection of a can factory with a capacity of 100,000 cans a day. Charles Weber, president of Canmakers' Union No. 1, 509 East Fayette street, can be addressed.

Baltimore—Produce Commission.—The Charles T. Matthews Company has been incorporated with an authorized capital stock of \$40,000 to conduct a produce commission business by Charles T. Matthews, 1925 Park avenue; Benjamin W. Corkran, Jr., 2812 Pennsylvania avenue; Lloyd G. Corkran, Samuel Corkran and W. H. Newman.

Baltimore—Coal.—The C. F. Diggs Coal Co. has been incorporated with an authorized capital stock of \$10,000 for dealing in coal by W. Plunkett Stewart, 403 St. Paul street; R. K. Cassatt, Philadelphia, Pa.; George F. Huff, Greensburg, Pa.; Redmond C. S. Stewart, 205 North Calvert street, Baltimore, Md., and James A. Dinning. This company takes over the business of Charles F. Diggs & Son, 2 Clay street.

Baltimore—Power-house.—The Baltimore County Water & Electric Co., Canton avenue and 1st street, will erect an addition to its

power-house located at Herring Run. Structure to be one story high, 42x74 feet; brick with concrete foundation; steel beams. Henry S. Rippel, 7 Clay street, is among those estimating on the construction. Estimates to be in March 25.

Baltimore—Tin-shapes Factory.—Ammidon & Co., manufacturers of tin strips and circles, 2215 Boston street, has engaged the Woodruff-McLaughlin Company, constructing engineers and architects, 100 East Lexington street, to prepare plans and specifications for and erect building to be located at 31 South Frederick street and extending through to 56 Centre Market Space. Structure to be four stories high, 29x232.6 feet; brick with granite base and trimmings; concrete foundation; heavy mill construction; slag roofing; metal frames and sashes glazed with wireglass; fire shutters; electric wiring and fixtures; sanitary plumbing; steam-heating system; two electric elevators.

Baltimore—Publishing Company.—The Baltimore Publishing Co. has been incorporated with an authorized capital stock of \$10,000 to conduct a printing and publishing business by J. Hammond Brown, 646 North Carey street; Edward F. Milholland, 112 East Lexington street; James Derden, James F. Schofield, Alfred R. de Blaquiere, Richard C. Coxwell and Dr. William Grant.

Baltimore—Printing Plant.—The Paul Company, 510 Pennsylvania avenue, has been incorporated with an authorized capital stock of \$10,000 for conducting a stationery, book-binding, printing and publishing business by W. E. Paul, Elizabeth A. Hancock, Henry S. Hancock, Wm. E. Paul, Jr., and Alfred J. Carr.

Baltimore—Paper Boxes.—The Capital Paper Box Co. has been incorporated, with an authorized capital stock of \$6000, for dealing in paper boxes, paper board and paper, by John H. Dew, 421 East 22d street; George L. Herbert, 2127 Druid Hill avenue; Walter Koppelman, 905 North Carrollton avenue; Walter G. Olmstead and Charles D. Smyser.

Baltimore—Power-house.—Further details have been obtained concerning power-house for the Mt. Washington Electric Light & Power Co., to be erected at Mt. Washington (about six miles from Baltimore), after plans and specifications by Thomas C. Kennedy, architect, 331 North Charles street. Structure to be one story high, 65x85 feet; brick with reinforced concrete roof. Melver & Piel, Builders' Exchange Building, 2 East Lexington street; W. T. Murphy, 853 North Howard street; John Cowan, 106 West Madison street, and John A. Sheridan Company, 321 North Holliday street, have been selected to estimate on the construction. Estimates to be in March 25.

Baltimore—Sash-weight Works.—The Deved Sash Weight Works, 212 Hughes street, has awarded contract to Melver & Piel, builders, Builders' Exchange Building, 2 East Lexington street, for the construction of building to be located at 210 Hughes street after plans and specifications by E. H. Glidden, architect, Wilson Building, 301 North Charles street. Structure to be one story high with basement, 17x33 feet; brick with stone trimmings; concrete foundation; steel beams; slag roofing. This building previously mentioned.

Subbids Wanted.

Mention of contractors wanting subbids on construction work and material will be found, when published, in the "Machinery Wanted" column on another page under the heading of "Building Equipment and Supplies."

ALABAMA.

Anniston—Cotton Mill.—The Woodstock Cotton Mills is adding 1000 spindles and a number of looms in connection with its improvements recently reported.

Birmingham—Coal-mining.—The American Coal & Mining Co. has been incorporated, with \$10,000 capital stock, by E. C. Hairsell, James A. Ware and John H. Miller, to mine coal, etc.

Birmingham—Coal-mining.—The Pratt Coal Co., Ivy Coal & Iron Co. and the Townley Mining Co. have consolidated and organized as the Pratt Consolidated Coal Co., with T. T. Hillman, president; Erskine Ramsey, vice-president, and H. E. McCormack, general manager. The company owns 75,000 acres of coal land in Alabama, exclusive of 21,000 acres reported last week as having been purchased by the Pratt Coal Co. for development.

Birmingham—Engraving Works.—The Alabama Engraving Co., recently organized by M. W. Ganster and William Hawker, has secured building at 208-210 North 21st street, and will operate engraving plant.

Birmingham—Iron Furnaces.—H. E. Ferree, 313 Hill street, Hannibal, Mo., and associates contemplate locating in Birmingham for the purpose of establishing plants for the manu-

facture of pig-iron. They have not engaged an engineer or contractor for the machinery, nor has a location been chosen for the furnaces.*

Birmingham—Lumber Company.—R. T. Moore Lumber Co. has been incorporated with \$25,000 capital stock. R. T. Moore is president; James H. Middleton, secretary-treasurer, and C. W. Larsen, general manager.

Boaz—Canning Factory.—Reports state that G. A. Gibson and associates will establish factory for canning fruits and vegetables.

Brundige—Fertilizer-mixing Plant.—Brundige Fertilizer Co. will install fertilizer-mixing plant, and not fertilizer factory, as reported last week. About \$25,000 will be invested.*

Florence—Stove Foundry.—Incorporated: The Thole-Phillips Manufacturing Co., with an authorized capital stock of \$50,000, and Henry H. Thole, president, and Thomas J. Phillips, secretary-treasurer. This company succeeds the Thole Stove Manufacturing Co., which plant has recently removed to East Florence and enlarged.

Fruitdale—Cornmeal Mill.—Reports state that Westover & Patterson contemplate installing cornmeal mill.

Gadsden—Cotton-yarn Mill.—The Adams Knitting Mill contemplates building a mill to manufacture the yarns it consumes.

Gadsden—Iron Furnace.—The Alabama Consolidated Coal & Iron Co. has invited bids for the construction of the new furnace reported last week, and expects to make contracts soon for the completion of the plant within a year. Engineers are now laying off the site for the plant. As stated last week, this furnace will have a daily capacity of 200 tons of pig-iron and cost about \$350,000. The equipment of machinery will include four blowing engines, about 5000 horse-power boilers, steam fittings, etc., and contracts for this machinery have not been awarded; T. G. Bush, president of company; general offices at Birmingham, Ala.; New York offices at 74 Broadway.*

Houston—Mercantile.—The Houston Mercantile Co. has been incorporated with \$10,000 capital stock. E. M. S. Houston is president, and A. H. Hudson, secretary-treasurer.

Jackson—Salt Works.—It is reported that Ed Bolen will arrange for the manufacture of salt, the supply to be obtained from wells on his property.

Jasper—Coal-mining.—The Premium Coal Co., organized at Birmingham, Ala., with \$20,000 capital stock and G. M. Bowers, president and treasurer, and R. W. Jackson, secretary and general manager, all of Birmingham, has purchased coal-mining property near Jasper.

New Decatur—Printing Plant.—The Art Printing Co., recently incorporated with \$2500 capital stock, has increased same to \$5000. New equipment will be installed.

Oakman—Coal Mining.—The Gaslight Coal & Coke Co., reported incorporated last week with \$60,000 capital stock, will increase capacity of plant to 10 cars of coal daily. John M. Kirkwood is engineer in charge.

Red Star—Coal-mining.—The Red Star Coal Co. has increased capital stock from \$20,000 to \$75,000.

Selma—Cement Building-block Factory.—The Selma Cement Stone Co. will be incorporated by B. J. Schuster and associates to manufacture cement building stone. As soon as site is secured building will be erected.

Sheffield—Iron-pipe Works.—Dispatches state that a company has been organized with a capital stock of \$350,000 for the purpose of building iron-pipe works and that John Thompson of Bessemer, Ala., will be in charge of the construction work. The Sheffield Company, J. W. Worthington, vice-president, has been interested in securing the enterprise and can probably give information regarding it.

Sheffield—Electric-power Plant.—The Sheffield Company has arranged for the erection of a 200-kilowatt rotary converter in its power station. Contracts have all been let.

Talladega—Sewerage-system Improvements.—City has let contract to the Michael Supply Co. at \$3900 for extending sewerage system previously reported.

ARKANSAS.

Augusta—Land and Timber Company.—The White River Land & Timber Co. has been incorporated, with \$25,000 capital stock, by I. J. Stacy, Wm. Sale and C. C. Hochart.

Baring Cross (P. O. Little Rock)—Railroad Shops Improvements.—It is reported that the St. Louis, Iron Mountain & Southern Railway will make extensive improvements at Baring Cross, including the erection of boiler shop, remodeling power plant, rebuilding paint shops recently burned and build-

ing addition to planing mill. The capacity in the several departments will be increased; W. T. Tyler, general superintendent, Little Rock.

El Dorado—Canning Factory.—H. C. McKinley, R. L. Floyd, A. S. Sorrells, W. H. Matthews, M. M. Marable, R. N. Benson and R. A. Rowell have organized company with \$5,000 capital stock to establish canning factory. Plant will be equipped for a daily capacity of 10,000 cans.

Eureka Springs—Lumber Company.—The Eureka Lumber Co. has amended charter, changing name to the Granger-Kelley Lumber Co. and increasing capital stock from \$50,000 to \$100,000. U. G. Kelley is president, and R. G. Granger, secretary.

Felsenthal—Foundry and Machine Shop.—R. M. Churchman will erect foundry and machine shop.

Fort Smith—Land and Lumber Company.—Alexander & Sons Land & Lumber Co. has increased its capital stock from \$50,000 to \$150,000.

Gifford—Manufacturing.—Rockwell Manufacturing Co. has been incorporated with \$15,000 capital stock by N. A. Webster, G. E. Mattison and B. C. Rockwell.

Hot Springs—Building Supplies.—Hot Springs Paint & Glass Co., with \$10,000 capital stock, to succeed Charles T. Abeles & Co., dealers in building supplies. Charles T. Abeles is president; M. J. Ringelhaupt, secretary-treasurer, and Norval A. Williams, manager; office 308 Malvern avenue.

Huttig—Saw-mill.—The Union Saw-Mill Co. contemplates increasing capital stock from \$700,000 to \$1,000,000.

Little Rock—Street Paving.—Arrangements are being completed for the paving of East 9th street at a cost of \$38,000, and City Engineer E. A. Kingsley will be in charge.

Little Rock—Mining and Improvement Company.—The Marion Mining & Improvement Co. has been incorporated, with \$100,000 capital stock, by A. W. Johnson, T. G. Kemper, E. J. Emery and E. R. Watters.

Ozark—Electric-light Plant.—C. B. Carter contemplates installing electric-light plant to have a capacity of 1200 16-candle-power lights.*

Pine Bluff—Furniture Company.—The Caddo Furniture Co. has been incorporated, with \$50,000 capital stock, by George W. Ritchie, Ralph Jones and M. J. Ritchie.

Plumerville—Mercantile.—A. D. Malone and others have incorporated the A. D. Malone Mercantile Co. with \$20,000 capital stock.

FLORIDA.

Arcadia—Water-works and Street Improvements.—City will vote April 6 on the issuance of \$13,000 of bonds for water-works and \$5000 for street improvements. Address The Mayor.

Eau Gallie—Water-works.—G. S. Paddison, mayor, states there is no truth in the report mentioned last week that the town contemplated the construction of water-works.

Eustis—Planing Mill and Novelty Works.—It is reported that R. A. Sale will erect planing mill and novelty works.

Florida—Saw-mill.—It is reported that Smith & McBride of Bainbridge, Ga., have purchased 7000 acres of long-leaf pine in West Florida and will install plant for its development.

Jacksonville—Oil-gas Burners, etc.—Chartered: Spencer Oil Gas Burner Co., with \$500,000 capital stock, to manufacture oil-gas burners, etc. Ely Spencer is president; E. M. Fetting, vice-president, and Frank Nooney, secretary-treasurer.

Kissimmee—Timber Land.—Reports state that the Everglade Cypress Lumber Co. of West Virginia has purchased 8000 acres of cypress timber land in Osceola and Polk counties at \$240,000 and will arrange at once for its development.

Ocala—Water-power-Electrical Plant.—The Florida Power Co. has been incorporated with \$300,000 capital stock to construct and operate water-power-electrical plant. Wm. M. Camp is president, and Clarence Camp, secretary-treasurer.

St. Augustine—Dry-kiln.—Heth Canfield & Sons, it is reported, will install dry-kiln.

Winter Park—Window-frame Machinery.—The Phillips Manufacturing Co. has been incorporated, with \$5000 capital stock, to manufacture window-frame machinery, etc.; Francis V. Phillips, president; Dr. Melville C. Follett, vice-president; Thos. Phillips, secretary, and Geo. W. Phillips, treasurer.

GEORGIA.

Albany—Acid-phosphate Plant.—The Albany Phosphate Co. will be organized to build a \$200,000 acid-phosphate plant equipped for an annual output of 30,000 tons.

Athens—Laundry.—Athens Domestic Laundry, reported organized last week with \$10,000 capital stock for the establishment of laundry, will erect two-story building 60x60 feet; L. F. Edwards, treasurer.*

Augusta—Book and Stationery Company.—Richards Stationery Co. has been incorporated with \$10,000 capital stock by Julia B. Richards, Etta B. Smith, Joseph M. Richards and J. W. Smith.

Blakely—Cotton Gin.—J. G. Skinner will not erect laundry as reported last week, but is rebuilding and enlarging cotton gin purchased from J. C. Chaney.

Columbus—Cotton Mill.—The recent report that Edward M. Maclean will establish a cotton mill is true, but no arrangements have been completed, nor can any details be stated as yet.

Columbus—Knitting Mill.—A company will be organized with C. L. Perkins, president, and Howard M. Wade, secretary, to build a knitting mill; capital stock to be \$100,000.

Griffin—Cotton Mill.—It is proposed to make a considerable extension to the plant of the Spalding Cotton Mills or of the Boyd-Mangham Manufacturing Co., but no definite arrangements have been made. J. J. Mangham is president of the first-named company and treasurer of the latter.

Macon—Printing Plant.—Chartered: Anderson Printing Co., by W. T. Anderson, C. P. Bannon, W. E. Morris and A. B. Pierce. The company has purchased the business and fixtures of the Coleman Book & Printing Co.

Nacoochee—Flour Mill.—It is reported that Dr. L. G. Hardman of Commerce, Ga., will erect flour mill.

Newnan—Cottonseed-oil Mill.—It is reported that a company will be organized with \$40,000 capital stock to erect and operate cottonseed-oil mill, and W. J. Murphy is interested.

Paynter—Grist Mill.—It is reported that W. N. Hughes is erecting grist mill.

Rome—Foundry and Machine Shop.—Davis Foundry and Machine Works will rebuild plant recently burned, as reported last week.*

Trenton—Flour and Grist Mill.—It is reported that Webb Tatum will erect flour and grist mill near Trenton.

Vienna—Bottling Works.—It is reported that J. H. Stephens of Crawfordville, Ga., will establish bottling works.

Waycross—Sand-lime Brick Plant.—Reports state that J. B. Cordero, representing the McDonnell Brick & Cement Co., Jacksonville, Fla., is investigating with a view to establishing sand-lime brick plant. About \$25,000 will be invested.

KENTUCKY.

Danville—Electric-light and Power Plant.—Incorporated: Danville Light, Power & Traction Co., with \$50,000 capital stock, to operate electric-light and power plant.

Hodgenville—Water-works.—It is proposed to install system of water-works, and Hodgenville Manufacturing Co. can give information.

Hopkinsville—Canning Factory.—A company has been organized with W. T. Fowler, president; Ward Claggett, vice-president; Dr. W. T. Blakey, treasurer, and W. R. Brumfield, secretary and manager, to operate cannery. As soon as site is secured the necessary buildings will be erected. Machinery has been purchased.

Junction City—Handles, Plow Beams, Spokes, etc.—The Shelby Manufacturing & Canning Co. contemplates manufacturing handles, plow beams, spokes, etc.*

Lexington—Iron and Sheet-metal Works.—Payne & Beard Company, reported incorporated last week with \$15,000 capital stock, will erect building 75x40 feet and manufacture galvanized-iron and sheet-metal work.

Louisville—Manufacturing.—The Union Manufacturing Co. has been incorporated, with \$15,000 capital stock, by R. W. Lavelly, L. C. Higblough, J. F. Holbert and others.

Louisville—Tobacco Factory.—The Ryan-Hampton Tobacco Co. has purchased the plant of Hetterman Bros., which will be operated, manufacturing plug, twist and smoking tobacco.

Tip-Top—Silica Mines.—Kentucky Silica Co., previously reported as arranging for improvements to plant, will install large belt conveyor and increase cleaning capacity. The present daily output of two cars of silica sand will be doubled.

Winchester—Lunch-box Factory.—J. D. King of Mt. Sterling, Ky., has organized company to manufacture the "King" lunch boxes, which he has patented; factory building will be erected.

LOUISIANA.

Amite—Electric-light and Power Plant.—H. C. Hull of Amite and Hyman C. Reed of New Orleans, La., are erecting electric-light and power plant. The plant will also furnish lights to Roseland and Independence, La.

Crowley—Oil-pipe Line.—It is reported that the Crowley Oil & Mineral Co. has been granted the right to build a six-inch pipe line from Egan, La., to Crowley.

Hayes—Cypress Saw-mill.—Dearborn Lumber Co. is reported as having begun the erection of its proposed cypress mill; daily capacity 20,000 feet.

Lake Charles—Street Paving.—City has let contract to J. George Fredericks for laying 24 blocks of cement sidewalks.

New Orleans—Electric Power-plant Improvements.—Sanderson & Parker, 323 Baronne street, have charge of improvements to the power plant of the New Orleans Railway Co., referred to last week. About \$1,000,000 will be expended.

New Orleans—Construction Company.—The Central Improvement & Contracting Co. has been incorporated, with \$100,000 capital stock, by John S. Minton, L. Ferchaud, G. Soniat DeFossat, James L. Lemarie and Henry Denegre.

New Orleans—Mercantile.—Incorporated: J. M. Castellon, Ltd., with \$25,000 capital stock. J. M. Castellon is president; Scott E. Beer, vice-president, and C. L. Lasalle, Jr., secretary-treasurer.

New Orleans—Motor Company.—Bishop C. Perkins, William P. Luck and Thomas S. Witherspoon have organized the Motor Co., Ltd., with \$25,000 capital stock.

New Orleans—Construction Company.—The Crescent City Construction Co. has been incorporated with \$25,000 capital stock. Victor Thrane is president; W. P. Huey, vice-president, and E. J. Stoeckle, secretary-treasurer.

New Orleans—Townsite.—Friscoville Realty Co. has been incorporated with \$150,000 capital stock and has purchased land near New Orleans on which to locate town to be known as Friscoville. A. B. Wheeler is president; S. A. Trufant, vice-president; George Damien, secretary, and H. B. Daboval, general manager.

New Orleans—Oil and Mineral Lands.—Ramsey Development Co. has been incorporated with \$10,000 capital stock to develop oil and mineral lands, etc. L. O. Broussard is president; H. E. Gumbel, vice-president, and Joe B. Chaffee, secretary-treasurer and manager.

New Orleans—Sugar-planting Company.—The Prospect Planting Co. has been incorporated with \$60,000 capital stock to cultivate sugar-cane and other agricultural products, etc., by Edward Sarpy, Henry L. Sarpy, Ferdinand E. Larue and George St. Martin.

Ostrica—Cannery.—A. R. Blakely, J. B. Levert, H. B. Baker of New Orleans, La., and Prof. W. C. Stulbs of Baton Rouge, La., have organized company with \$100,000 capital stock for the establishment of oyster cannery. Site has been secured and building is being erected.

Pointe a La Hache—Cannery.—F. S. Hingle, F. C. Meyers and associates contemplate establishing plant for canning oysters and vegetables.

Shreveport—Canning Factory.—It is reported that the Stratton-Clark Canning Co. will remove factory from Whitecastle, La., to Shreveport.

Shreveport—Boiler Works.—The Shreveport Progressive League is corresponding with parties relative to the location of boiler works in Shreveport.

Shreveport—Drawbridge.—It is reported that the city council will decide at its next meeting on the location of proposed drawbridge, to be 1000 feet long; Wilkie Woodward, city engineer.

Shreveport—Oil Wells.—The St. Louis & Southwestern Company has been organized, with \$200,000 capital stock, for the development of 1440 acres of oil land in the Caddo oil fields. W. H. Langford of Pine Bluff, Ark., is president.

Sicily Island—Oil Wells.—The Catahoula Development Co., S. McDowell, president, is completing arrangements for drilling for oil at Sicily Island. Machinery has been purchased.

MARYLAND.

Hyattsville—Steel Bridge.—The construction of a 200-foot span steel bridge across the Patuxent river at Hill's Landing is being considered by the commissioners of Prince George and Anne Arundel counties; cost \$7000.

MISSISSIPPI.

Greenville—Lumber Company.—The Delta Lumber Co. has been incorporated with \$5000

capital stock by Lamar Watson, W. H. Drummond, Jr., H. G. Hollingsworth and others.

Hattiesburg—Gas Plant.—City has granted franchise to J. L. Kearney of Hattiesburg, H. L. McKee of Meridian, Miss., and H. A. Camp of Lumberton, Miss., to construct and operate gas plant. Mr. McKee was previously reported as contemplating the establishment of gas plant.

Holly Springs—Furniture Company.—Holly Springs Furniture Co. has been incorporated, with \$10,000 capital stock, by M. A. Greene, A. Q. Greer, W. C. McCraty, W. H. Loftin and associates.

Jackson—Cottonseed-oil Refinery.—The Mississippi Crushers' Association has completed organization with S. Eastland of Meridian, Miss., president; O. H. Johnson, Friar's Point, Miss., vice-president, and W. H. Madden of Yazoo City, Miss., secretary-treasurer. This enterprise was mentioned in February as to build a cottonseed-oil refinery and by-product plant at a cost of \$500,000, and for other purposes. It is stated that 74 independent oil mills are members of the organization.

Jackson—Real Estate.—Belhaven Heights Co. has been incorporated with \$15,000 capital stock by J. J. Coman and others.

Magnolia—Telephone System.—It is reported that Manager Lambright of the local telephone exchange is arranging for the construction of telephone line from Magnolia to Tylertown, Miss.

Meridian—Cotton Mill.—The Beatrice Cotton Mills, recently reported incorporated, etc., plans to build a plant of 20,000 spindles and 600 looms for making fancy goods. Louis Cohn, general manager, is the engineer in charge.

Meridian—Drug Company.—W. E. Hopkins, O. W. Bethea and J. P. Bailey have incorporated as Hopkins & Bethea, with \$100,000 capital stock, to engage in the drug business.

Meridian—Commission Company.—Chartered: McAllum-Waller Commission Co., with \$30,000 capital stock, by W. S. McAllum, W. L. Waller, J. H. Pinson and associates.

Pineburg—Crossarm Factory.—Reports state that Walworth & Neville Manufacturing Co. of Chicago, Ill., has acquired 6000 acres of pine lands, together with saw-mill, and will arrange at once for the manufacture of crossarms.

Shubuta—Saw-mill.—H. F. Kauff of Talladega county, Alabama, has purchased from Dr. W. O. McNeill and Prof. J. M. McNeill of Eucutta, Miss., a tract of timber land, and will erect saw-mill with a daily capacity of 80,000 feet.

MISSOURI.

Centralla—Water-works.—City will not vote on the issuance of bonds for the construction of water-works, as reported last week; W. A. McAllister, mayor.

Kansas City—Oil Refinery, etc.—Levy & Burnett will erect refinery for the production of fuel oil and distillates, and will have a daily capacity of 10,000 barrels; oil to be piped from Kansas. About \$800,000 will be invested; office 302-303 Fidelity Trust Building.*

Liberty—Water-works.—Wynkoop Keursted is engineer in charge of the construction of water-works, for which \$55,000 of bonds was reported last week as voted; J. Will Hall, mayor.*

St. Louis—Boat and Engine Works.—Incorporated: The St. Louis Boat & Engine Co., with \$6000 capital stock, by Frederick Roth, Herman Gideonson and Oscar Gideonson, to manufacture boats and engines.

St. Louis—Neck-yoke Factory.—Plywel Neck Yoke Co. has been incorporated with \$50,000 capital stock by Dempster Wishart, C. M. Berry, E. L. Stratton, Robert E. Collins and Edwin R. Chappell to manufacture neck yokes for all kinds of vehicles.

St. Louis—Gas-plant Improvements.—The Laclede Gaslight Co. is arranging for the extension of mains covering districts not previously supplied with gas, furnishing services, meters, etc., to consumers.

St. Louis—Churn Factory.—Climax Churn Co. has incorporated with \$2000 capital stock to manufacture and deal in churns; incorporators, R. E. Tommerson, G. A. Sykes and Williams Sanders.

St. Louis—Hardware Company.—Standard Tool & Novelty Co. has been incorporated, with \$5000 capital stock, by Edward T. Goodberlet, Meyer Cohen and I. Cohen, to deal in hardware, etc.

St. Louis—Drug Factory.—Swift Drug Co. has been incorporated, with \$10,000 capital stock, by Frederick H. Swift, George H. Swift and Cora L. Swift, to manufacture and deal in drugs, etc.

St. Louis—Construction Company.—Albert F. Jacobs, T. J. Prosser and Joseph A. Duffy

have incorporated the Pennsylvania Construction Co., with \$30,000 capital stock.

St. Louis—Fire-department Supplies.—The St. Louis Fire Hose Co. has been incorporated, with \$50,000 capital stock, by James W. Byrnes, William B. Robinson, Paul F. Coste, L. M. Kinkaid and H. J. Gorin, to deal in fire hose and fire-department supplies.

St. Louis—Bank and Office Furniture.—St. Louis Safe & Desk Co. has been incorporated, with \$50,000 capital stock, by John T. Lynn, J. G. Schatzman, J. L. Hermann, Sadie Lynn and Christian Claudy, to manufacture and deal in safes, vaults, bank and office furniture.

Trenton—Water-works.—Reports state that the Chicago, Rock Island & Pacific Railway will erect \$20,000 private water-supply plant. W. L. Darling, Chicago, Ill., is chief engineer.

NORTH CAROLINA.

Albemarle—Cotton Mill.—The Wiscasset Mills, recently reported as erecting an additional building 125x175 feet in size, will add 15,000 spindles.

Asheville—Lumber Mill.—The interest and holdings of P. S. Gibson in the McEwen-Gibson Lumber Co. having been purchased, the name of the company has been changed to the McEwen Lumber Co. and the capital stock increased. The company manufactures and deals in hardwood and white-pine lumber, maple flooring, etc. W. B. McEwen is president, and H. Meader, vice-president.

Clayton—Cotton Mill.—The Clayton Cotton Mills is making arrangements to double its present capacity of 5120 ring spindles.

Forest City—Saw-mill.—It is reported that Zeb Geer will establish saw-mill.

Goldboro—Roofing Factory.—E. G. Porter of Goldboro, W. P. Rose, Arthur Cobb of Raleigh, N. C., and D. J. Rose of Rocky Mount, N. C., are organizing the Cement, Tile & Roofing Co. to manufacture roofing, etc.

Greensboro—Laundry.—State Normal and Industrial College is having plans prepared by Architect C. C. Hook of Charlotte, N. C., for laundry building to replace structure burned.

Leaksville—Flour Mill.—T. R. Campbell, it is reported, contemplates making improvements to his mill.

Lexington—Iron-bedstead Factory.—D. F. Conway and associates are organizing company with \$7000 capital stock to manufacture iron bedsteads. As soon as site is secured building will be erected.

Lincolnton—Ice Plant.—It is reported that the Wampum Cotton Mills will install ice plant.

Mooresville—Water-works and Electric-light Plant.—Town will vote in May on the issuance of \$15,000 of bonds for water-works and \$10,000 for electric-light plant. Address Town Clerk.

Oxford—Tobacco Stemmer.—The Imperial Tobacco Co. has about completed arrangements for the erection of proposed tobacco stemmer.

Rockingham—Publishing.—M. L. Hinson, E. M. Boggan and L. B. Williams have incorporated the Anglo-Saxon Publishing Co., with \$1500 capital stock.

Spencer—Ice Factory.—It is reported that M. L. Jackson and John Lambing of Salisbury, N. C., will establish ice factory.

Spray—Cotton Factory.—It is reported that B. Frank Mebane and Arthur Draper will build a cotton factory to cost \$1,000,000 for manufacturing denim.

Wilmington—Telephone System.—Incorporated: The Wilmington-Southport Telephone & Telegraph Co., with \$5000 capital stock, by W. I. Watson, L. J. Pepper, Richard Dasher and others.

SOUTH CAROLINA.

Bennettsville—Real Estate.—The Marlboro Improvement Co., with \$10,000 capital stock, by B. E. Moore, C. B. Croiland and P. B. Moore.

Calhoun Falls—Cotton Mill.—It is reported that W. F. Cox of Anderson, S. C., contemplates building a cotton mill in connection with the water-power-electrical developments being undertaken by the Savannah River Power Co.

Calhoun Falls—Water-power-Electrical Plant.—The Savannah River Power Co. is the title of the company previously reported as organized to develop water-power and build an electric plant on the Savannah river. It plans to develop 6000 horse-power, with 8000 horse-power available later, at the Cherokee Shoals, and other water-powers will be utilized in the future. The company has awarded contract for the erection of its plant to the Dravo Contracting Co. of Pittsburgh, Pa. The development will consist of a stone dam about 25 feet high and 1500 feet long, with a power-house 40x200 feet. The wheel equipment will be six lines, with four wheels on

a line, each of 500 horse-power, each to be direct connected to 1200-kilowatt alternating-current generators. There will also be two exciters and the necessary transformers. S. M. Orr and H. H. Watkins of Anderson, S. C.; O. M. Sheffield and H. A. Orr of Atlanta, Ga., and J. E. Sirrine of Greenville, S. C., are members of the company. Mr. Sirrine is the engineer in charge of the developments.

Charleston—Real Estate.—Carolina Land Improvement Co. has been incorporated with \$50,000 capital stock by R. L. Montague and R. P. Tucker.

Cheraw—Furniture, etc.—Chartered: Stubbs Furniture & Undertaking Co., with \$3000 capital stock. W. P. Stubbs is president and treasurer, and W. P. Stubbs, Jr., secretary.

Copeland—Saw-mill and Cotton Gin.—The Copeland Lumber & Ginning Co. has been incorporated, with \$3000 capital stock, to operate saw-mill and cotton gin.

Greenville—Water-power-Electrical Plant.—The Saluda River Power Co., reported last week as incorporated with a capital stock of \$300,000, has engaged Messrs. Lockwood, Greene & Co. of Boston, Mass., as engineers in charge of its water-power developments and the erection of the electric plant for transmitting the power to various industries.

Greenwood—Electric-light-plant Improvements.—The city, it is reported, will install additional machinery at its electric-light plant, including one 180-kilowatt revolving field three-phase 60-cycle 2200x100 volts A. C. belt generator, one each 60 and 120-kilowatt revolving armature, etc.; A. J. Sproles, superintendent water and electric-light plant.

Hardeeville—Lumber Company.—C. A. Williams and B. A. Hagood have applied for a charter for the New River Lumber Co., with \$10,000 capital stock.

Hartsville—Cotton Mill.—The Hartsville Cotton Mills will add 5000 spindles, 100 looms and carding machinery, installing same in present building; present equipment, 28,000 spindles and 700 looms. J. E. Sirrine of Greenville, S. C., is the engineer in charge.

Jonesville—Cotton Mill.—The Jonesville Manufacturing Co., mentioned some weeks ago as contemplating to add spindles for manufacturing yarns, has not yet completed any arrangements therefor; 5000 mule spindles are proposed, also 250 looms to be added.

Manning—Excelsior and Mattress Factory.—C. R. Spratt contemplates establishing plant for the manufacture of excelsior and cheap mattresses.

Newberry—Electric-light-plant Improvements.—City contemplates installing new machinery at its electric-light plant, increasing the capacity. Address The Mayor.

Pages Mill—Mercantile.—D. K. Ford and associates have incorporated the DuBose-Ford Company, with \$4000 capital stock.

Spartanburg—Street Paving.—Frank Barker of Savannah, Ga., has contract to lay sidewalks on Magnolia street.

Timmons—Soap Manufacturing.—Lee J. Rollins contemplates manufacturing laundry soap, utilizing the grease from his slaughter-house.

Williamston—Cotton Mill.—It is reported that James M. Gossett will organize a company with capital stock of \$80,000 to build a cotton mill. He is president of the Williamston Cotton Mills, now in operation.

TENNESSEE.

Athens—Electric-light and Power Plant.—Long Bros. have purchased the plant of the Athens Light & Power Co., which will be improved and operated. A building 22x23 feet will be erected. The company will furnish light and power; 100 kilowatt. L. E. Sloop is engineer in charge, and T. J. Long, architect.

Chattanooga—Candy Factory.—Trigg, Dobbs & Co. have let contract for the erection of five-story brick building 70x150 feet, which will be equipped as candy factory, and for which plans were previously reported as being prepared.

Dresden—Water-works.—John A. Paschall, mayor, states town will not install water-works, as previously stated.

Greenville—Tobacco Factory.—The East Tennessee Tobacco Co., reported incorporated last week to operate the consolidated plants of the Greenville Tobacco Manufacturing Co. and the Campbell Tobacco Factory, will erect three-story brick building 132x175 feet; yearly capacity, 500,000 pounds plug, twist and smoking tobacco. About \$30,000 will be invested.

Humboldt—Laundry.—Reports state that John Rust of Milan, Tenn., contemplates establishing laundry.

Knoxville—Flour Mill.—It is reported that Eastern parties are negotiating with Dr. W. A. Wray for the purchase of site on which to erect flour mill; building to be four stories.

Knoxville—Viaduct.—Edwin Thatcher of the Concrete Steel Engineering Co., New York, N. Y., will prepare plans and specifications for proposed Clinch avenue viaduct.

Knoxville—Stave Factory.—It is reported that James Dinwiddle of Elk Valley, Tenn., has purchased site at Lonsdale on which to erect stave factory.

Lawrenceburg—Water-works, Electric-light and Power Plant.—F. M. Lincoln has secured franchise to install water-works, electric light and power plant.

Memphis—Ice-cream Factory, etc.—The Blue Seal Ice-Cream Co., recently organized, has secured buildings 165-167 Adams street, which will be equipped with the most improved machinery for making ice-cream, having a daily capacity of 500 gallons. An electric-light plant, as well as an ice and refrigerating plant and bottling works, will be installed. G. Algers of Atlanta, Ga., will be manager.

Memphis—Real Estate.—Incorporated: Venn Real Estate Co., with \$60,000 capital stock, by F. H. Venn, C. E. Venn, R. C. Spencer, Jr., and H. J. Duttlinger.

Memphis—Grocery Company.—C. T. McGraw and associates have incorporated the Ely-Luckett-Cannon Company with \$50,000 capital stock.

Memphis—Clothing Factory.—Miller Pants Co. has been incorporated with \$25,000 capital stock by W. W. Miller, C. P. Pollard, C. P. Person, D. O. Andrews and C. M. Drew to manufacture clothing.

Nashville—Carbon-paint Plant.—The Nashville Carbon & Oil Co. has been incorporated with an authorized capital stock of \$500,000 and J. S. Henderson, secretary, and I. R. Jeffers, general manager, for the development of 1000 acres of carbon-shale lands in Cheatham county. As soon as site is secured proposed buildings will be erected. (This enterprise was referred to in these columns last September.)

Nashville—Machine Shop and Car Shed.—Reports state that the Nashville Railway & Light Co. has purchased site in West Nashville on which to erect car shed and machine shops at a cost of \$150,000.

Nashville—Pipe Works.—It is proposed to establish \$200,000 pipe works in West Nashville, and the Chamber of Commerce can give information.

Nashville—Reservoir.—The National Fertilizer Co. has let contract to the Adamant Stone Co. to build proposed reservoir 60x100 feet and 10 feet high.

Nashville—Water-power-Electrical Plants.—Chartered: The Tennessee Power Co., with \$100,000 capital stock, by Cornelius Ackerman, William B. Dinsmore, Jr., Frederic F. Culver, Charles H. Hart, Thomas M. R. Meikleham and Granville Whittlesley, to improve and develop water-powers of rivers and streams and to manufacture and furnish electricity.

TEXAS.

Austin—Municipal Water-power Dam.—In connection with the proposed rebuilding of the Austin dam, referred to last week, it may be further stated that the city will amend its charter so as to lease or make any contract that will secure the investors who advance the capital required for the construction work. Unanimous consent of the bondholders will have to be secured before contract can be made. There is about 700 feet of the dam intact, about 400 feet having been washed down the river probably 50 to 200 feet. All the material is on the ground that the dam was originally constructed with. The original cost of the dam and 75 miles of water pipe was \$1,600,000. About \$400,000 is required for rebuilding. No engineer has been engaged nor will be until the funds required are available. H. A. Wroe is city treasurer.

Beaumont—Oil-pipe Line.—It is reported that J. N. McDonald, president of the Citizens' Bank of Chanute, Kans., and his associates of the Chanute Oil Producers' Association will organize a company with capital stock of \$17,500,000 for the purpose of producing, transporting and selling crude petroleum. Their plans include the construction of an oil-pipe line from the Kansas fields to the Gulf of Mexico, the development of 200,000 acres of oil land in Kansas, Indian Territory and Oklahoma Territory, and the erection of numerous tanks.

Beaumont—Telephone-system Improvements.—The Beaumont Telephone Co. is reported as to extend its system and install several hundred additional phones; C. W. Emmer, local manager.

Beaumont—Rice Mill.—It is reported that W. B. Dunlap, N. D. Keith and J. F. Carroll will establish rice mill.

Bellville—Musical Instruments.—A. W. Krueger Manufacturing Co. has incorporated, with \$8000 capital stock, to manufacture

musical instruments; incorporators, A. M. Krueger, J. B. Lewis, W. A. Matthaer, Ernest W. Kloss, S. R. Blake, Fred L. Tesch and associates.

Bonham—Gas Plant.—Incorporated: Bonham Gas Co., with \$25,000 capital stock.

Brady—Water and Light Company.—C. C. Bumgardner, G. R. White and J. H. White have incorporated the Brady Water & Light Co. with \$30,000 capital stock.

Canyon—Mercantile.—Canyon City Supply Co. has been incorporated, with \$15,000 capital stock, by J. T. Campbell and associates.

Celeste—Mercantile.—S. I. Green and associates have incorporated as Buchanan, Luna & Co., with \$15,000 capital stock.

Crossplains—Cotton Gin.—J. B. McDonough, J. H. Causey and Drew Hill have incorporated the Farmers' Co-operative Gin Co., with \$10,000 capital stock.

Dallas—Automobile Company.—Chartered: The Johnson-Schofield Auto Co., with \$10,000 capital stock, by G. L. Schofield, Carrie L. Schofield and H. E. Johnson.

Dallas—Incorporated: Roth-Barksdale Company, with \$20,000 capital stock, by H. Barksdale, E. M. Roth and C. L. Warren.

El Paso—Jewelry Company.—Chartered: Snyder Jewelry Co., with \$20,000 capital stock, by A. H. Snyder, Fred E. Justus and H. L. Davis.

El Paso—Telephone System.—Reports state that the El Paso Valley Water Users' Association has applied for franchise to build telephone system from Anthony, 18 miles north of El Paso, through El Paso down the valley 45 miles.

Fort Worth—Macaroni Factory.—Incorporated: Fort Worth Macaroni Co., with \$25,000 capital stock, by Louis Bicochi, John B. Laneri and N. T. T. Mazzi, to manufacture macaroni.

Fort Worth—Steam-heating Plant.—George W. Armstrong and associates have applied for franchise to establish plant for furnishing buildings with steam heat. It is proposed to lay six and eight-inch pipes through the streets for conveying the steam from 600-horse-power boilers to the buildings. Site has been secured for the location of plant.

Fort Worth—Saddle and Harness Factory.—Reports state that T. R. James & Son have purchased 25 acres of land on which to erect factory for the manufacture of saddles, harness and horse collars.

Galveston—Bridge.—C. F. W. Felt, chief engineer Gulf, Colorado & Santa Fe Railway, Galveston, has let contract to Kahman & McMurray of Kansas City, Mo., for superstructure work on proposed bridge to be erected on the Jasper & Eastern Railroad across the Sabine river.

Houston—Oil Wells.—Chartered: Texas Petroleum Co., with \$20,000 capital stock, by R. E. Burt, Otis McGaffey, Jr., R. J. Parsons, M. O. McGaffey and J. M. Watkins.

Houston—Bank Building.—Joe S. Rice and associates, organizing a bank, will erect bank building.

Houston—Construction Company.—The Texas Construction Co. has been organized with \$30,100 capital stock for construction work at Highland Park. W. H. Lobb is president; Charles Loeff, secretary, and John Keenan, treasurer.

Laredo—Railroad Repair Shops.—It is reported that the International & Great Northern Railroad will erect repair and machine shops at a cost of \$20,000. Site for round-house and car shed is also being investigated. J. D. Trammel, Palestine, Texas, is chief engineer.

Liberty—Oil Wells.—Liberty Home Oil Co. has been organized with \$5000 capital stock to drill for oil.

Longview—Water-works.—W. P. Bullock is engineer in charge of the construction of water-works for which a \$50,000 bond issue was reported last week to be voted on March 31.

Matagorda—Oyster Cannery.—Reports state that F. J. Hardy of El Campo, Texas, is organizing stock company to operate oyster cannery.

Mexia—Water-works.—Joseph Nussbaum and associates are reported as having purchased the water-works plant of the Mexia Water, Ice & Light Co. It is also stated that the new owners contemplate obtaining the water supply from Springfield, five miles distant, in which event the daily capacity will be 2,500,000 gallons.

Miles Station—Mercantile.—Incorporated: Whitaker & Co., with \$20,000 capital stock, by Abram E. Bailey, Samuel W. Meineke and others.

New Braunfels—Real Estate.—U. S. Pfeuffer, A. Garwood, Felix Kloppenbach, John Holm of New Braunfels and J. D. Guinn of San Antonio, Texas, have incorporated the

New Braunfels Land Co., with \$10,000 capital stock.

North Fort Worth—Grain Elevator.—Reports state that the national bankers of Fort Worth, Texas, are considering the erection of grain elevator with a capacity of 400,000 bushels to be located near the Rosenbaum grain elevator, from which the power will be obtained. Two iron bins or reservoirs will be built at a cost of \$25,000. Noah Harding, cashier of the Fort Worth National Bank, and Ben O. Smith, cashier of the Farmers and Mechanics' National Bank, Fort Worth, Texas, are mentioned in connection with the enterprise.

Port Arthur—Deep-water Channel.—Sabine Lake, Channel & Dock Co. has incorporated with \$10,000 capital stock to construct and operate deep-water channel from Gulf along and across Sabine lake on the coast of Port Arthur; incorporators, C. F. Ireland, E. E. Townes and S. A. Emerson.

Port Lavaca—Electric-Light, Power and Ice Plant.—Spittal Bros., operating as the Port Lavaca Light, Ice & Power Co., referred to last week as to increase the capacity of plant, will erect building, 54x64 feet, after plans by J. K. Spittal. H. B. Tibbitts is engineer in charge.

Quannah—Irrigation System.—It is reported that J. S. Rice, W. M. Rice and Cecil Lyons of Houston, Texas, have acquired eight sections of land on Wanders creek, near Quannah, for irrigation purposes; a dam three-fourths of a mile long to be constructed at a cost of \$40,000.

Rosenberg—Tile Factory.—It is reported that a company with \$10,000 capital stock will establish tile factory, and G. W. Songer will be superintendent.

Rusk—Box Factory.—It is reported that F. W. Sessions of Benton Harbor, Mich., and C. O. Zapf of Bronson, Mich., contemplate the establishment of box factory.

Sabinal—Drug Company.—A. J. Durham and associates have incorporated as Merton Swift & Co., with \$2500 capital stock.

Sabinal—Telephone System.—Incorporated: The Sabinal Telephone Co., with \$3000 capital stock, by Merton Swift, R. P. Rainey and G. A. Barker, to operate telephone system.

San Antonio—Municipal Improvements.—City has voted affirmatively the proposed \$75,000 bond issue for improvement purposes. Address The Mayor.

Sherman—Publishing.—The News Publishing Co. has been incorporated, with \$10,000 capital stock, by R. S. Carver, H. G. Stinnett and C. B. Dorchester.

Sour Lake—Pumping Plant.—The Texas Company is reported as erecting pumping station with a battery of 125-horse-power boilers.

Winchell—Kaolin Mining.—John McClain is having a shaft sunk on the property of W. W. Sanford for the mining of kaolin.

VIRGINIA.

Alexandria—Coffee Company.—The Merchants' Coffee Co. has incorporated, with an authorized capital stock of \$25,000, to deal in coffee; Joseph Chunn, president; D. E. Anthony, secretary, and E. W. McCormick, treasurer, all of Washington, D. C.

Berkley—Lumber Company.—The L. W. Brown Corporation has been incorporated, with an authorized capital stock of \$100,000, and L. W. Brown of Port Norfolk, Va., president; R. E. Lindsay of Davenport, Va., vice-president, and Ethel Brown of Port Norfolk, Va., secretary.

Berryville—Real Estate.—Chartered: Battletown Hotel & Investment Co., with an authorized capital stock of \$25,000; Charles Mullikin of Boyce, Va., president; Charles M. Brown of Berryville, secretary-treasurer and manager.

Chase City—Hub and Spoke Factory, etc.—The Hub, Spoke & Lumber Co. has been incorporated, with \$25,000 capital stock, and privilege of increasing to \$50,000, for the manufacture of hubs, spokes and lumber. E. S. Emory is president; R. S. Barbour, vice-president; Geo. R. Land, secretary, and Lucius Gregory, treasurer. The company has secured site on which to erect building.

Culpeper—Ice Plant.—Culpeper Electric Light & Ice Co. will operate ice plant reported last week to be established by G. F. Major and associates. The company will occupy a three-story building 50x30 feet, which will be equipped for a daily capacity of eight tons can ice, 300-pound blocks. Contracts have all been let.*

Eaglerock—Flour Mill.—Reports state that W. W. Cash of Eaglerock and H. K. Allen of Saltpetre Cave, Va., will establish flour mill.

Graham—Iron Furnace.—The Graham Iron Co. will shortly blow in the Graham furnace, which will have a daily capacity of 175 tons of pig-iron; Frank P. Howe, president, 230 Drexel Building, Philadelphia, Pa.

Harrisonburg—Iron Mines.—It is reported that Jacob Yost of Staunton, Va., representing a Staunton syndicate, has purchased 30,000 acres of iron lands in Rockingham and Augusta counties at \$20,000.

Lynchburg—Brick Works.—W. O. Taylor, 916 Church street, and associates contemplate organizing stock company for the establishment of brick works.*

Lynchburg—Foundry and Machine Shop.—Incorporated: The Jones-Terry Foundry & Machine Co., with C. S. Adams, president; Charles E. Jones, vice-president and general manager, and R. G. Terry, secretary-treasurer, to operate foundry and machine shop.

Lynch Station—Telephone System.—The Lynch Telephone Co., and not the Carlon Telephone Co., as reported last week, is the correct title of company organized for the purpose of constructing telephone system from Lynch to Leesville, Va., a distance of 13 miles.

Norfolk—Realty Company.—The Mercantile Realty Co. has been incorporated with an authorized capital stock of \$50,000. Charles W. Priddy is president; R. W. Peatross, secretary, and J. B. McCobb, treasurer.

Petersburg—Navigation Company.—The James River Navigation Co. has completed organization with Leroy Roper, president; Carl H. Davis, vice-president, and George B. Townsend, secretary-treasurer, to operate steamboat on the James river; capital stock \$5000.

Pearlsburg—Hardware Company.—Chartered: Pearlsburg Hardware Co., with \$15,000 capital stock, by A. P. Harman, J. M. Reynolds and others.

Petersburg—Townships.—The Petersburg Realty Corporation, reported incorporated last month with \$100,000 capital stock, has purchased land adjacent to Petersburg on Colonial Heights, in Chesterfield county, and will establish townsite; water, gas and electric lights will be furnished and a complete sewerage system installed.

Richmond—Shoe Factory.—It is reported that Langhorne Putney and associates of the Stephen Putney Shoe Co., Richmond, Va., have purchased and will operate the plant of the Eagle Shoe Co., manufacturing men's shoes exclusively. E. F. Sanborn of Boston, Mass., will be superintendent.

Richmond—Chewing-gum Factory.—The Franklin Manufacturing Co., reported incorporated last week with \$50,000 capital stock, will manufacture coca-cola chewing gum; site has been secured at 2405 East Franklin street. The company is at present operating plant at Atlanta, Ga., under the title of the Coca-Cola Gum Co., which it contemplates removing to Richmond.

Richmond—Cigar Factory.—E. A. Saunders, Jr., has purchased site on West Broad street on which to erect cigar factory for which plans are being prepared. About \$100,000 will be invested.

Staunton—Water Meters.—City is arranging for the installation of water meters. Address The Mayor.

Winchester—Telephone System.—Incorporated: Frederick & Clarke Telephone Co., with Charles Mullikin, president; H. F. Byrd, secretary, and Shirley Carter, treasurer; capital stock \$5000.

WEST VIRGINIA.

Barboursville—Natural-gas Mains.—The Holley Oil & Development Co. of Huntington, W. Va., has applied for franchise to furnish town with natural gas.

Bluefield—Coal and Lumber Company.—West End Coal & Fuel Co. has been incorporated, with \$10,000 capital stock, by T. A. Campbell, W. E. Harry, J. S. Whalford, E. H. Harry and R. R. Harry, to deal in coal, lumber, etc.

Charleston—Coal Mines, Coke Ovens, etc.—New River Coal Land Co. has been incorporated, with \$100,000 capital stock, to mine coal, manufacture coke, etc.; incorporators, H. A. Robson, L. Pritchard, H. L. Pritchard and J. D. Foster.

Clarksburg—Publishing.—The Observer Company has been incorporated, with \$10,000 capital stock, to publish the Daily Observer; incorporators, I. E. Trimm, Edgar Engell, M. Ralph Camp, W. C. Stranger, Jr., of New York, N. Y., and William McGowan of Clarksburg.

Davis—Drug Factory.—J. T. Darkey Drug Co. has been incorporated, with \$5000 capital stock, by C. G. Lashley, J. H. Dunithan, J. T. Darkey and associates, to manufacture and deal in drugs, etc.

Guyandotte—Natural-gas Mains.—The Holley Oil & Development Co. of Huntington, W. Va., has made application for franchise to furnish the town with natural gas.

Huntington—Candy and Grocery Company.—Incorporated: The Huntington Candy &

Grocery Co., with \$10,000 capital stock, by C. C. Dusenberry, H. S. Huff, F. D. Boyer and associates.

Huntington—Sewerage System.—City has completed arrangements for the construction of proposed sewer between Fifth and Sixth avenues, 16th and 17th streets, and bids will be received until March 25; Elson Crawford, city engineer.

Huntington—Lumber Company.—Big Creek Lumber Co. has been incorporated, with \$25,000 capital stock, by R. L. Hutchinson, D. E. Hewitt, C. R. Wyatt, M. B. Hutchinson and S. P. S. Wyatt, to deal in lumber.

Mason City—Oil and Gas Wells.—J. C. Kautz, Robert H. Kautz, Edward Kautz of Mason City, George Schwekman, E. M. Peoples and C. E. Peoples of Pomeroy, Ohio, have incorporated the Ideal Chemical Co., with \$20,000 capital stock, to drill for oil, gas, etc.

Parkersburg—Distillery.—Parkersburg Distilling Co. has been incorporated, with \$22,500 capital stock, by J. J. Kane, M. S. Clark of Parkersburg, H. H. Clark, H. D. Clark and J. Hensley of Pittsburgh, Pa.

Piedmont—Coal Mines and Coke Ovens.—Blue Ridge Coal & Coke Co. has incorporated, with \$25,000 capital stock, to mine coal, manufacture coke, etc.; incorporators, Samuel D. Brady of Parkersburg, W. Va.; A. Spates Brady of Fairmont, W. Va.; S. B. Reece of Baltimore, Md.; M. P. Fahey of Westernport, Md., and J. S. Brophy of Frostburg, Md.

Wheeling—Transfer Company.—The Wheeling Transfer Co. has been incorporated, with \$10,000 capital stock, by D. Carter List, Wm. H. Meyer, Robert C. Linsley and Frank Odenbaugh, to continue an established business.

Wheeling—Water-works.—Frederick Schenck & Sons Company has let contract to Miner Bros. of Benwood, W. Va., for building proposed water-works at Fulton; plant to have a capacity of 35,000 gallons per hour.

Winfield—Telephone and Telegraph System.—Winfield & Valley Telephone Co. has incorporated with \$25,000 capital stock to construct and operate telephone and telegraph system; incorporators, W. B. Baker, J. W. Ross, M. H. Kincaid of Fairmont, W. Va.; P. W. Low of Louisville, W. Va.; Ira Kincaid, W. E. Morris and J. W. Sterrett of Catawba, W. Va.

INDIAN TERRITORY.

South McAlester—Cold-storage Plant, etc.—The Armour Packing Co., Chicago, Ill., will erect three-story building at a cost of \$50,000 to be equipped as cold-storage plant, depot and general offices.

Tablequah—Ice Plant.—It is reported that James Scudder of Brentwood, Ark., has purchased, will improve and operate the local ice plant. The output will be increased from three to five tons daily.

OKLAHOMA TERRITORY.

Altus—Light and Power Plant, Ice Factory, etc.—D. R. Rankins, H. H. Lloyd, E. W. Newell of Altus, A. Reumell of St. Louis, Mo., and Henry Braun of Guthrie, O. T., have incorporated the Altus Light, Power & Ice Co. to operate light and power plant, ice factory, etc.

Blair.—Incorporated: The Sanders & Hancock Company, with \$10,000 capital stock, by J. W. Sanders, H. Hancock and Jos. Huber.

Cache—Brick and Tile Works.—The Cache Brick, Tile & Investment Co. has been incorporated with \$100,000 capital stock by C. S. Simmons, R. O. Bank, P. M. Teter, Charles Jarvis and C. M. Clingan.

Davenport—Cannery.—J. S. Smith, F. Lomski, Julius Wright, J. G. McCue and A. B. Oleson, all of Chandler, O. T., have incorporated the Davenport Canning Co. with \$20,000 capital stock.

Davenport—Mercantile.—A. C. Sample and others have incorporated the Mammoth Mercantile Co., with \$10,000 capital stock.

Guthrie—Novelty Company.—Incorporated: The Klickman Novelty Co. of Guthrie and Chicago, Ill., by G. V. Pattison of Guthrie, Rudolph H. Klickman and Willard H. Farnham of Chicago, Ill.; capital stock \$10,000.

Guthrie.—Incorporated: The Smalle Babbling Plane Co. of Guthrie and Chicago, Ill., with \$50,000 capital stock, by G. V. Pattison of Guthrie, F. D. Smalle and W. A. Bowalen of Chicago, Ill.

Guthrie—Fruit Company.—The Mount Whitney Fruit Co. of Guthrie and Hollister, Cal., has been incorporated with \$250,000 capital stock by G. V. Pattison of Guthrie, A. P. Hale and W. E. von Johannsen of San Francisco, Cal.

Guthrie—Steamboat Company.—The National Turbine Motor & Steamboat Co. of Guthrie and New York city has been incorporated with \$100,000 capital stock by G. V.

Pattison of Guthrie, Thomas C. Eastmore and James C. Burns of Jacksonville, Fla.

Hennessey—Telephone System.—The Turkey Creek Telephone Co. has been incorporated with \$2500 capital stock by S. A. Snyder, A. L. Elmark, Walter Cupps and others.

Hitchcock—Trading Company.—The Oklahoma Trading Co. has been incorporated with \$25,000 capital stock by Lela Ash of Hitchcock and associates.

Lawton—Real Estate.—R. H. Warren, J. M. Hubbard, J. M. Bellamy, C. W. Haines and associates have incorporated the Southwestern Realty & Development Co. with \$50,000 capital stock.

Lone Wolf—Creamery.—The Lone Wolf Creamery Co. has incorporated, with \$2500 capital stock, to operate creamery; incorporators, W. W. Wallace, W. W. Woodrow, W. R. Bailey, Fred Remmert of Lone Wolf, and E. Nissley of Topeka, Kan.

Oklahoma City—Clothing Company.—The Becker Clothing Co. has been incorporated, with \$10,000 capital stock, by J. H. Becker, J. W. Kennedy and J. E. Sullivan.

Oklahoma City—Coal-mining.—The Timber Hill Coal Co. has been incorporated, with \$100,000 capital stock, by Guy P. Blackwelder of Oklahoma City, W. I. Badgett of Vinita, I. T., and associates, to mine coal.

Oklahoma City—Land and Live-stock Company.—Incorporated: The Western Land & Live-Stock Co. of Oklahoma City and York, Pa., with \$500,000 capital stock, by M. L. Spitzer, S. A. Calhoun, L. G. Lehman of Oklahoma City, John W. Dillon, J. W. Hamm, John Griffith, H. A. Jacobs and Plus Lehman of York, Pa.

Oklahoma City—Coal Company.—The People's Consolidated Coal Co. has been incorporated with \$250,000 capital stock by John F. Hicks, G. W. Van Meter and O. F. Randall.

Oklahoma City.—Incorporated: The Johnston Company, with \$75,000 capital stock, by J. H. Johnston, W. G. Johnston, Josephine Dorsey, J. F. Irwin and W. V. Hardie.

Pond Creek—Creamery and Ice Plant.—Incorporated: The Pond Creek Creamery & Ice Co., with \$10,000 capital stock, by Turner Wheatley, G. W. Webster, E. M. Green, Geo. C. Linville, F. J. Gentry, J. C. McClelland and E. G. Palmer, to operate creamery and ice plant.

Roosevelt—Mining and Milling Company.—E. A. Williams, E. White, W. M. Williams of Roosevelt, E. M. Tucker of Dallas, Texas, and associates have incorporated the Great Western Mining & Milling Co. of Roosevelt and Fort Worth, Texas, with \$1,000,000 capital stock.

Sayre—Water-works.—Reports state that the city is arranging for the construction of proposed water-works; D. B. Richardson, mayor.

Shawnee.—Incorporated: The Bell-Wayland Company, with \$50,000 capital stock, by Charles A. Bell, D. F. Bell and A. F. Wayland.

BURNED.

Baltimore, Md.—Lewis Elmer & Sons' vinegar and compressed-yeast factory at President and Stiles streets; loss about \$8000.

Charleston, W. Va.—Stroh-Morris Foundry & Machine Co.'s plant; loss \$25,000.

Densons Landing, Tenn.—H. B. Stubblefield & Co.'s store and warehouse; loss \$8000.

Detroit, Texas.—L. W. Ward's cotton gin; loss \$3500.

Flint, Texas.—Rother Bros.' cotton gin; loss \$2500.

Fort Smith, Ark.—Fort Smith Chair Co.'s warehouse and finishing plant; loss \$25,000.

Nashville, Tenn.—University of Tennessee medical college damaged \$15,000.

San Antonio, Texas.—City Hotel; loss \$7500.

Sandy Spring, Md.—Two barns owned by Chas. F. Brooke; loss \$4500.

Savannah, Ga.—Savannah Milling Co.'s plant.

Temple, Ga.—J. T. Davis' flour and corn mill; loss \$7000.

BUILDING NOTES.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Aiken, S. C.—City Hall.—City contemplates erecting city hall. Address Mayor Salley.

Albany, Ga.—Office Building.—John A. Davis and the Exchange Bank are completing arrangements for the erection of proposed office building.

Alexandria, La.—Sanitarium.—The Alexandria Sanitarium Co., Ltd., has let contract

to George C. Wilson for the erection of two-story brick sanitarium building, 40x80 feet, to cost \$15,000.

Avondale, Fla.—School Building.—City will vote April 6 on the issuance of \$12,000 of bonds for the erection of brick school building. Address The Mayor.

Ashboro, N. C.—Rectory.—Presbyterian congregation has purchased site on which to erect rectory; Rev. Dr. Robertson, pastor.

Asheville, N. C.—Garage.—Eugene C. Sawyer of the Asheville Cycle & Auto Co. will shortly let contract for the erection of automobile garage on Lexington avenue.

Augusta, Ga.—Clubhouse.—Patrick Walsh Council of the Knights of Columbus has purchased building 924-926 Broad street, which will be remodeled as club building.

Batesburg, S. C.—Hotel.—The Summerland Hotel Co. has let contract to G. B. Harwood of Brattleboro, Vt., for the erection of four-story hotel, 64x12 feet, with 1,728 rooms (previously reported), at Summerland Springs after plans by A. G. La Motte, Columbia, S. C.

Bay City, Texas.—School Building.—City will vote April 12 on the issuance of \$12,000 of bonds for the erection of brick school building. Address The Mayor.

Beaumont, Texas.—Clubhouse.—The Women's Reading Club has purchased site on Magnolia avenue on which to erect \$10,000 clubhouse.

Benwood, W. Va.—Business Building.—Becker & Sons have purchased site on which to erect business building.

Birmingham, Ala.—Cotton Warehouse.—The Warrant Warehouse Co. has been organized with \$200,000 capital stock for the erection of fireproof cotton warehouse, for which site has been purchased. W. D. Nesbitt is president; H. K. Miller, secretary-treasurer.

Birmingham, Ala.—Hotel.—R. P. McDavid is having plans prepared for a three-story brick hotel to be erected at a cost of \$25,000.

Cairo, W. Va.—Hotel.—S. Thrash will rebuild hotel recently burned; structure to be 22x66 feet and cost \$2500.

Charlotte, N. C.—Wheeler, Runge & Dickey have completed plans for C. B. Bryant's proposed residence.

Cheneyville, La.—School Building.—Town contemplates erecting brick school building. Address Town Clerk.

Clarksville, Texas.—Church.—First Baptist Society will receive bids until April 1 for the erection of edifice 67x78 feet, of brick, to cost \$10,000. Address L. E. Finney. (Bids were previously asked until March 1.)

Columbia, S. C.—Store Building.—John Fitzmaurice has let contract to Thos. H. Ryan for two-story stone and pressed-brick store building, replacing structure recently burned. C. C. Wilson prepared the plans.

Conway, S. C.—School Building.—E. H. Leslie of Bishopville, S. C., has contract to erect \$10,000 school building previously reported.

Covington, Ky.—School Building.—Schofield & Walker are preparing plans and will receive bids in about 30 days for the erection of proposed \$80,000 brick school building.

Covington, Ky.—Church.—Baptist congregation has had plans prepared by Schofield & Walker for remodeling edifice.

Crossville, Tenn.—Courthouse.—W. Chamberlin & Co., Birmingham, Ala., are preparing plans for Cumberland county's proposed courthouse; to be of stone and cost \$25,000.

Danville, Ky.—Opera-house.—The local lodge of Elks, it is reported, contemplates the erection of \$25,000 opera-house.

Danville, Va.—Hotel.—The Sublett Lithia Water Co. has been reorganized with Howell C. Featherstone of Lynchburg, Va., president; C. W. Sublett, vice-president, and B. L. Sublett, secretary-treasurer. The company has purchased the Sublett Lithia Springs property and will erect hotel and otherwise improve as summer resort; capital stock \$150,000.

Dawson, Ga.—City Hall.—City is completing arrangements for the erection of proposed City Hall at a cost of \$5000. Address The Mayor.

Decatur, Ga.—Lodge Building.—Pathagoras Lodge No. 41, F. and A. M., will erect two-story brick lodge building.

Edgewood, Texas.—Bank Building.—The Bank of Edgewood is arranging for the erection of stone bank building.

Edina, Mo.—School Building.—Town will vote April 4 on the issuance of \$20,000 of bonds for the erection of school building. (Town was referred to last week as having voted on a \$17,000 bond issue.) C. R. Fowler, clerk board of education.

Ellisville, Miss.—Depot.—The New Orleans & Northeastern Railroad (Queen & Crescent Route) is reported as completing arrange-

ments for the erection of proposed passenger depot; G. B. Nicholson, Cincinnati, Ohio, chief engineer.

El Paso, Texas.—Dwelling.—D. E. McDuffie will erect \$9000 brick residence.

El Paso, Texas.—School Building.—City has voted affirmatively the proposed \$50,000 bond issue for the erection of school building and construction of addition to school. Address The Mayor.

Ensley, Ala.—Rectory.—St. Anthony's congregation has purchased site on which to build rectory. Address Rev. Father Doyle.

Eustis, Fla.—Hotel Improvements.—John S. Lane, proprietor New Oklawaha Hotel, has let contract for the erection of addition.

Fayetteville, N. C.—Church.—Wheeler, Runge & Dickey of Charlotte, N. C., have completed plans for \$25,000 edifice for the Hay Street M. E. Church, reported last week; to be 108x88 feet, equipped with hot-air heating plant, electric lights. Bids for construction will be opened about May 1.

Fernandina, Fla.—Hotel.—It is proposed to organize a stock company to erect hotel, and George R. Fairbanks can give information.

Fort Worth, Texas.—School Building.—Sisters of the Incarnate Word will erect \$6000 brick school building at Rosen Heights. Address Rev. M. A. McKeogh.

Gallatin, Tenn.—Opera-house.—It is reported that W. G. Schamberger will erect opera-house.

Galveston, Texas.—Dwelling.—Wm. Tootill has contract to erect John D. Hodson's proposed residence; structure to be two stories, of brick and stucco, to cost \$15,000.

Greensboro, N. C.—College Building.—Board of Trustees of the State Agricultural and Mechanical College (colored) contemplates erecting three-story brick building to cost \$7500. James B. Dudley is president.

Greenwood, S. C.—Dwelling.—Wheeler, Runge & Dickey, Charlotte, N. C., have completed plans for residence for G. P. Sloan.

Hampton, Va.—Building.—Capt. A. W. Butt, Quartermaster, U. S. Army, Washington, D. C., will receive bids until April 4 for making repairs to lodge at the Hampton (Va.) National Cemetery. Specifications and drawings will be furnished upon application to office of Quartermaster, Washington, D. C., or to the superintendent of the cemetery, Hampton, Va. United States reserves usual rights.

Hancock, Md.—Hotel.—Bridges & Simmons have contract to erect three-story brick hotel, 35x100 feet (previously reported), for Chas. F. Spangler & Co.; cost \$8000. J. W. Woltz, Waynesboro, Pa., prepared the plans.

High Point, N. C.—Bank Building.—Architect C. C. Hook of Charlotte, N. C., has completed plans for proposed bank building for the Wachovia Loan & Trust Co.

Hopkinsville, Ky.—Store and Office Building.—Dalton Bros. will shortly begin the erection of proposed two-story brick building, 41x44 feet, to be steam-heated.

Horsebranch, Ky.—Hotel.—William Sandusky, proprietor Sandusky Hotel, Central City, Ky., is reported as having purchased site on which to erect hotel.

Hot Springs, Ark.—Church.—Reports state that the Cumberland Presbyterian Church will rebuild edifice recently burned. Address The Pastor.

Houston, Miss.—Hotel.—Local parties have let contract to H. R. Alsop for the erection of \$12,000 hotel at Jackson and College streets.

Houston, Texas.—Hotel.—It is reported that Dr. P. S. Griffith of Houston Heights and associates will erect \$300,000 hotel.

Houston, Texas.—Courthouse.—Harris county contemplates the erection of courthouse. Address Judge Dupree.

Ironville, Va.—Sanatorium.—Virginia Sanatorium for Consumptives will establish sanatorium at Ironville.

Jackson, Tenn.—College Building.—H. M. Clayton has contract at \$23,000 for rebuilding Lane College (colored), recently burned.

Jacksonville, Fla.—Office Building.—Duncan U. Fletcher has had plans prepared by J. B. Rievin for the erection of two-story brick veneer building on Adams street.

Jeanerett, La.—Bank Building.—Jeanerett National Bank, organized with H. Patout, president, has purchased site on which to erect bank building of brick.

Kansas City, Mo.—Flat Building.—Matt O'Connell, 542-543 New Ridge Building, is preparing plans for flat building 37x78 feet to be erected by Frederick Hinze, 1444 Admiral Building, at a cost of \$25,000.

Kansas City, Mo.—Dwelling.—H. S. Davis is having plans prepared by Matt O'Connell, 542-543 New Ridge Building, for \$6000 residence.

Kansas City, Mo.—Apartment-houses.—

Flanagan Bros., Second and Lydia streets, have contract to erect two apartment-houses reported last week for Dr. J. A. McMaster, 714 Shukert Building, after plans by Matt O'Connell, 542-543 New Ridge Building; structure to be 36x78 feet and cost \$50,000. (Mr. O'Connell was erroneously referred to last week as the contractor.)

Kansas City, Mo.—Hotel.—J. W. McKamey, Bank of Commerce Building, is erecting brick hotel 45x115 feet at a cost of \$75,000.

Kansas City, Mo.—Business Building.—J. C. Gates will erect five-story building.

Knoxville, Tenn.—Business Block.—H. B. Carhart of Brooklyn, N. Y., is having plans prepared by Baumann Bros. for the erection of modern business block.

Lake Charles, La.—Store and Office Building.—Von Phul & Gordon have let contract for the erection of two-story brick store and office building, previously reported. I. C. Carter prepared the plans.

Leesville, La.—Hotel.—Louisiana Hotel Co. has been organized, with \$25,000 capital stock, for the erection of brick hotel, previously reported.

Lexington, Ky.—Store Building.—Harting & Browning have let contract for the erection of brick and stone building for which Architect Row was previously reported as preparing plans.

Little Rock, Ark.—Dwelling, etc.—M. O. Wendler has contract to erect two-story dwelling, 42x75 feet, for Dr. S. S. Stewart, previously reported. Chas. L. Thompson prepared the plans.

Little Rock, Ark.—Business Building.—Harry and Leo Pfeiffer have purchased site at 11th and Main streets on which to erect business building.

Little Rock, Ark.—Church.—Baptist congregation has had plans prepared by J. E. Flanders, Dallas, Texas, for the erection of proposed edifice; structure to be of brick veneer and limestone, metal roof, have gas and electric lights, and cost \$20,000.

Little Rock, Ark.—Warehouse.—Beauchamp-Polk Carpet & Furniture Co., successor to the Arkansas Carpet & Furniture Co., reported last week as to rebuild warehouse, is having plans prepared by F. W. Gibb for two-story warehouse 140x180 feet, to cost about \$20,000.

Madisonville, Texas.—Wharf and Warehouse.—Farmers & Merchants' Chartered Warehouse & Cotton Storage Co., reported incorporated last week, will erect wharf and warehouse, 200x200 feet; about \$10,000 will be invested.

Memphis, Tenn.—Store Building.—George E. Witt is having plans prepared by Chighizola & Hunker for a three-story brick building 45x132 feet, previously reported to be erected on site purchased.

Meridian, Miss.—Auditorium.—S. A. Neville, Robert Lawrence, M. R. Grant and associates will organize company to erect \$25,000 auditorium; seating capacity to be 400.

Meridian, Miss.—Office Building.—Frank P. Milburn, Columbia, S. C., is preparing plans for the Southern Express Co.'s proposed building.

Midland, Md.—Opera-house.—Henry Ward, it is reported, contemplates the erection of opera-house, 40x90 feet.

Moldie, Ala.—Apartment-house.—George D. Hurlburt is preparing plans for apartment-house to be erected by Dr. H. T. Inge, corner of St. Joseph and St. Michael streets; structure to be four stories, 26x34 feet, the exterior to be of sandstone.

Monroe, La.—Office Building.—The Monroe Building and Loan Association has purchased site on St. John street on which to erect two-story building with store front.

Monroe, La.—City Hall.—City contemplates the erection of \$75,000 city hall. Address Mayor Forsythe.

Mooresville, N. C.—School Building.—Town will vote in May on the issuance of \$10,000 of bonds for school building. Address Town Clerk.

Morganfield, Ky.—Hotel.—The erection of hotel is being considered, and J. K. Walker, president People's Bank, is promoting the enterprise.

Mt. Washington, Md.—Power-house.—The Mt. Washington Electric Light & Power Co. has commissioned Thomas C. Kennedy, architect, 331 North Charles street, Baltimore, Md., to prepare plans and specifications for power-house; structure to be one story high, 65x85 feet; brick with reinforced concrete roof. The contract to construct the roof has been awarded to the Steel Concrete Construction Co., 400 St. Paul street.

New Decatur, Ala.—Opera-house.—New Decatur Opera-House Co. has been organized, with \$10,000 capital stock, for the erection of brick opera-house on site recently purchased on Johnson street. E. C. Payne is president;

G. A. Hoff, vice-president; W. A. Bibb, treasurer, and B. L. Malone, secretary.

Newnan, Ga.—School Building.—Board of Education will shortly let contract for the erection of \$9000 school building.

New Orleans, La.—Asylum Buildings.—The Sacred Heart Orphan Asylum has secured permit to erect two brick buildings, one and two stories; cost \$45,000.

New Orleans, La.—Building.—Hackenjos & Zetzman have permit to erect two-story brick building to cost \$6000.

New Orleans, La.—Dwellings.—Miss Mae Millard has permit to erect two-story frame stucco residence to cost \$8000. Miss Louise Monlezum will erect two-story frame residence to cost \$7500.

Norfolk, Va.—Office Building.—The Mercantile Realty Co. has purchased site at Bank and Plume streets on which to erect building.

Norfolk, Va.—School Building.—Richard A. Doble, school superintendent, will receive bids until March 23 for the erection of brick addition to the Cumberland Street Colored School. Complete plans and specifications can be had at office of Neff & Thompson, architects, Withers Building, Granby street. Usual rights reserved.

Norfolk, Va.—Dwellings.—Dear & Totty have contract to erect three residences for Cary Weston to cost \$17,400.

Norfolk, Va.—Church.—The Bute Street Colored Baptist Church has let contract to Contractor Brittingham of Hampton, Va., for the erection of proposed edifice; to be of granite and cost \$52,000.

North Wilkesboro—Warehouse.—C. C. Smoot & Sons Company is having plans prepared by W. Leon Clark, 340 Commerce street, Alexandria, Va., for two-story brick warehouse 30x118 feet, with concrete floor and metal roof.

Oklahoma City, O. T.—Business Building.—Charles L. Woodward will erect three-story brick business building 50x140 feet.

Oklahoma City, O. T.—Business Building.—F. B. Ziegler will erect three-story business building 25x120 feet.

Oklahoma City, O. T.—Dwelling.—Edward O'Fallon of Chicago, Ill., has had plans prepared for the erection of \$30,000 residence.

Oxford, N. C.—Office Building.—Parker & Hunt will shortly begin the erection of office building.

Pensacola, Fla.—Church.—Palafox Street Methodist Church is having plans prepared for the erection of \$60,000 edifice; B. D. Glenn, pastor.

Pensacola, Fla.—Theater.—The Pensacola Amusement Co. has been incorporated with \$17,000 capital stock, and J. M. Coe, president; Nick Smith, vice-president, and Mansfield Moreno, secretary-treasurer. Mr. Coe was previously reported to erect theater, 90x150 feet, of brick with gravel roof, at a cost of \$30,000.

Petersburg, Va.—Bank Building.—Petersburg Bank & Trust Co. contemplates enlarging and improving bank building.

Pulaski, Tenn.—College.—It is reported that Martin College, recently burned, will be rebuilt, and J. H. Yeaman of Nashville, Tenn., is preparing plans.

Raleigh, N. C.—Hospital Improvements.—The board of directors of the State Hospital for the Insane are completing arrangements for the erection of proposed four-story addition to cost \$40,000.

Rayville, La.—School Building.—Weathers & Co., 214 Piazza & Botto Building, Vicksburg, Miss., have prepared plans for proposed school building.

Richmond, Va.—Hotel.—The Jefferson Realty Corporation has been organized with Joseph Bryan, president; Joseph E. Willard, vice-president, and D. Lowenberg of Norfolk, Va., general manager. The company has acquired the Jefferson Hotel property, and will at once arrange for rebuilding.

Roanoke, Va.—Business Building.—C. M. Witt has contract to erect building for J. H. Marsteller, referred to last week; to be 25x100 feet, and cost \$10,000. H. H. Huggins prepared the land.

Roxton, Texas.—School Building.—J. A. Ashley, president School Board, will receive bids until April 3 for the erection of school building of brick and stone. Plans and specifications on file in office of Barry & Smith, Roxton and Paris, Texas. Certified check for \$150, payable to the president, must accompany each bid. Usual rights reserved.

Salisbury, N. C.—Library Building.—It is reported that Livingstone College (colored), Dr. W. H. Goler, president, will erect \$12,500 Carnegie library.

Saratoga, Miss.—Store Building.—The Saratoga Lumber Co. is erecting store building.

Savannah, Ga.—Warehouse.—Buford Bros. are erecting three-story warehouse, 155x212 feet.

Selma, Ala.—Dwelling.—Julian Smith has let contract for the erection of residence corner of Church and 3d streets.

Selma, Ala.—Dwellings.—P. T. Shanks has had plans prepared for brick residence. Ed. Eliasburg has had plans prepared for the erection of pressed-brick residence with red-tile roof.

Shelbyville, Tenn.—Dwelling.—J. B. Frieron will erect residence.

Siloam Springs, Ark.—Sanitarium.—Incorporated: The Anthropological Sanitarium Co., with \$50,000 capital stock, by O. Robertson, E. McClusky and L. W. Wallace, to erect sanitarium.

Sistersville, W. Va.—Church.—G. L. Lowther, Diamond street near City Building, will receive bids until March 30 for the erection of Methodist Episcopal church. Plans and specifications can be seen at office of Mr. Lowther.

Spartanburg, S. C.—Warehouse.—John H. Shores, reported last week as to erect three warehouses, has begun the erection of one building 80x146 feet at a cost of \$10,000; the other two will be erected later.

Statesville, N. C.—Dwelling.—Wheeler, Runge & Dickey of Charlotte, N. C., have prepared plans for residence to be erected by Eugene Morrison.

St. Joseph, Mo.—Auditorium.—Eckel & Mann, architects, 6th and Edmond streets, will receive bids until April 18 for the erection of auditorium building previously reported for the St. Joseph Auditorium Co. Certified check for \$3000, payable to owner, must accompany each bid.

St. Louis, Mo.—Warehouse.—Gosse & Reamers, 805 Cass avenue, will receive bids until March 30 for the erection of warehouse and store for the Annand Estate Co., to cost \$20,000. Eames & Young, Lincoln Trust Building, prepared the plans.

St. Louis, Mo.—Office Building.—George Sauerbrunn and A. H. Frederick have leased site at 6th and Chestnut streets on which to erect eight-story fireproof office building to cost \$125,000.

St. Louis, Mo.—Business Building.—Henry Gehner, president of the Gehner Distilling Co., has purchased site on Market street on which to erect building.

St. Louis, Mo.—Apartment-house.—Barwick Construction Co. has contract to erect apartment-house for Oliver J. Barwick, 307 Wainwright Building, referred to last week; structure to be three stories, of ordinary construction, 110x135 feet, heated by low-pressure steam, and cost \$90,000.*

Sumter, S. C.—Cotton Warehouse.—Harby & Co. are having plans prepared for the erection of a cotton warehouse to have a capacity of 4000 bales.

Tahlequah, I. T.—College Building.—It is reported that extensive improvements will be made to the Cherokee Baptist Academy.

Talladega, Ala.—Court-house Improvements.—It is reported that Talladega county contemplates expending \$10,000 in enlarging and improving courthouse. Address County Judge.

Terrell, Texas.—Church.—Plans and specifications will be received from architects for brick edifice to cost from \$10,000 to \$15,000, with a seating capacity of 600, previously reported to be erected by the First Presbyterian Church; Chas. B. Wellborn, Ph. D., pastor, 502 1st street.

Tiptonville, Tenn.—Jail.—Lake county has let contract to the Pauly Jail Co., St. Louis, Mo., for the erection of proposed two-story brick and steel jail building; cost \$397.50.

Tulsa, I. T.—School Building.—J. H. Felt & Co., Shukert Building, Kansas City, Mo., are preparing plans and will receive bids on two-story building of brick, with slate roof and electric lights, to be erected by the city at a cost of \$35,000.

Union, S. C.—Dwelling.—L. S. Townsend has had plans prepared by Wheeler, Runge & Dickey of Charlotte, N. C., for proposed residence.

Vicksburg, Miss.—Store Buildings.—C. J. Thornton will erect three brick store buildings on Clay street.

Washington, D. C.—Office Building.—Thos. Walsh states he does not contemplate erecting office building as reported last week.

Washington, D. C.—Building.—A. & B. Williams of New York, N. Y., has contract at \$1,031,000 for the construction of proposed building for the House of Representatives.

Washington, D. C.—Masonic Temple.—Arrangements are being completed for the erection of proposed Masonic Temple; to be six stories and have a seating capacity of 2000; Wood, Donn & Deming, architects; J. H. Small, president Masonic Temple Association.

Washington, D. C.—Apartment-house.—H. R. Wagar, Ionia, Mich., has had plans prepared by Geo. D. Hulbert, Mobile, Ala., for

four-story apartment-house 41x82 feet, of press brick, concrete and terra-cotta, to cost \$10,000.

Washington, D. C.—Bank and Office Building.—Metropolitan Citizens' Bank will let contract April 29 for the erection of bank and office building reported last month; to be seven or eight stories, and cost \$400,000.

Washington, D. C.—College Building.—Building Committee, George Truesdell, chairman, will receive bids at the Riggs Bank, Washington, until March 28 for the erection of the Harriet Lane Johnston Choral School building; to be three stories, with two dormitory wings, 67x167 feet, and cost \$150,000.

Washington, D. C.—School Building.—The American University is receiving bids on the erection of proposed building; structure to be two stories, of white marble; auditorium to have a seating capacity of 500; cost \$250,000.

Washington, D. C.—Office Building.—Warner Miller of New York, N. Y., contemplates erecting \$1,000,000 office building.

Washington, D. C.—Apartment-house.—Wood, Dunn & Deming have completed plans for proposed apartment-house for the Messrs. Davidson at Florida avenue and 20th street.

Washington, D. C.—Apartment-house.—The Thompson-Starrett Company has contract to build seven-story brick and stone apartment-house at 16th and Kenesaw avenue for the Kenesaw Apartment-House Co.

Waxahachie, Texas.—Dwelling.—C. J. Griggs has contract to erect Judge McMillan's proposed \$5000 residence.

Waxahachie, Texas.—Church.—Building Committee of the Methodist Episcopal Church, South, Waxahachie, will receive bids until April 3 for the erection of edifice in accordance with plans and specifications to be seen upon application to H. D. Timmons, chairman, Waxahachie, or J. E. Flanders, architect, Dallas, Texas. Usual rights reserved.

Wellington, Ala.—Hotel.—Dr. Vanzant of Mountainboro is reported as to erect hotel.

Wiggins, Miss.—School Building.—Town contemplates issuing \$10,000 of bonds for the erection of school building. Address Town Clerk.

Williamsburg, Va.—Hotel Improvements.—A. W. Jennings, who recently purchased the brick hotel, will extensively improve same, erecting three-story addition.

Willisport, Texas.—School Building.—Bids will be received in about 30 days for the erection of proposed school building to cost about \$20,000; T. J. McKain, mayor.

Winston-Salem, N. C.—Church.—St. Paul's Episcopal Church contemplates erecting \$25,000 edifice. Address The Pastor.

Yazoo City, Miss.—Church.—Southern Construction Co. has contract at \$16,555 for the erection of the proposed edifice for the Methodist church.

Ybor City, Fla.—Business Block.—B. M. Baltontin has completed arrangements for the erection of proposed two-story brick business block, 75x100 feet.

RAILROAD CONSTRUCTION.

Railways.

Ashburn, Ga.—Construction of the Flint River & Gulf Railroad is reported progressing, and Capt. R. L. Betts hopes to complete the line to Sylvester by June, when that part between Ashburn and Carlisle will be operated. It is expected that the line will be completed through to Camilla by the end of the year. This line runs southwest from Ashburn via Sylvester and Carlisle to Camilla, about 50 miles.

Bainbridge, Ga.—The Georgia, Florida & Alabama Railway has, it is reported, located a line for an extension from Havana, Fla., to Quincy, Fla., 12 miles; also reported that surveys are being made between Cuthbert, Ga., and Columbus, Ga., 60 miles. J. Bonnyman is chief engineer at Bainbridge. President J. P. Williams is reported as saying that the company proposes to build from Cuthbert via Columbus to West Point, Ga., or to some other town on the Atlanta & West Point Railway, in order to secure a route to Atlanta; also that an extension from Tallahassee to Tampa, Fla., is projected.

Baltimore, Md.—Reported that the Baltimore & Ohio Railroad has begun a survey from Morgantown, W. Va., to Pisgah, W. Va., on the proposed Confluence-Cameron cut-off. D. D. Carothers is chief engineer.

Baltimore, Md.—The Western Maryland Railroad will, it is reported, enlarge its yards at Port Covington, Baltimore, to provide for increased traffic. J. W. Galbreath is principal assistant engineer at Baltimore.

Columbus, Ga.—Reported that the Birmingham, Columbus & St. Andrews Railway will let more contracts in April. W. Miller Gor-

don of Columbus is president, and J. M. Garrett of Chipley, Fla., is chief engineer.

Columbus, Ga.—The Columbus Northern Railway Co. has applied for a charter to build a line from Columbus to West Point or Lagrange, Ga., 30 or 40 miles. It is reported that this new road may constitute the projected extension of the Georgia, Florida & Alabama Railway north of Columbus. The incorporators are Charles L. Davis of Warm Springs, Ga.; O. C. Biflock, T. W. Bates, E. P. Owsley, L. F. Humber, T. E. Blanchard, S. B. Hatcher, Arthur Bussey, Rhodes Browne and R. O. Howard of Columbus, Ga.

Corsicana, Texas.—Mr. J. V. Watkins writes the Manufacturers' Record that the parties interested in the proposed interurban railroad between Corsicana and Fairfield, Texas, are about ready to organize the company and proceed with construction. A preliminary survey has been made and right of way is being secured.

Durham, N. C.—The Raleigh & Durham Passenger & Power Co. will, it is announced, put engineers in the field immediately and survey two routes between Durham and Raleigh, about 26 miles—one via Cary and the other via Leesville. Among those interested are W. J. Neils of Newport News, Va.; T. B. Fuller and Jones Fuller of Durham, and B. S. Jerman and T. S. Fuller of Raleigh, N. C.

El Paso, Texas.—The El Paso Valley Water Users' Association has applied to the county commissioners' court for a franchise to build an electric railway from Anthony to El Paso, 18 miles, and thence down the valley for a total distance of 45 miles.

Esau, Ark.—The Fourche River Valley & Indian Territory Railway Co. has been chartered to build a line about 44 miles long from a point on the Choctaw, Oklahoma & Gulf Railway near Esau to the Perry county line, three miles south of Jennings Falls. The incorporators are N. P. Bigelow of Lake Forest, Ill.; I. T. Walker of Wumetka, Ill.; F. H. Hartshorne, W. S. Robbins, R. B. Edgar, George A. McConnell, I. H. Morse, L. Fouts of Esau, and Charles Neimeyer and P. S. Boddeker of Little Rock. The directors are F. H. Hartshorne, president; R. B. Edgar, N. P. Bigelow, Charles Neimeyer and L. T. Walker.

Fayetteville, W. Va.—Messrs. Konrad & Allen are reported to be surveying for a proposed electric railway from Fayetteville to Fayette, about four miles, to connect with the Chesapeake & Ohio Railway.

Fort Worth, Texas.—An officer of the Fort Worth & Denver City Railway informs the Manufacturers' Record that he is at present unable to furnish any data concerning the proposed extension from Fort Worth to Galveston.

Galveston, Texas.—The Gulf, Colorado & Santa Fe Railway will, it is reported, build an extension of about 50 miles from Garwood via El Campo and Midfields in the rice and cane belt provided that consolidation with the Cane Belt Railway is permitted by the legislature. C. F. W. Felt is chief engineer.

Greenville, S. C.—The Greenville & Knoxville Railway has been authorized to amend its charter and change its name to the Greenville, Greenwood & Knoxville Railroad, as it proposes to extend from Greenville to Greenwood, about 50 miles. H. H. Prince and others are interested.

Healing Springs, Ala.—Beatty & Williams and R. M. Newell are, it is reported, contractors on the extension of the Tombigbee Valley Railway from Healing Springs to Butler, 40 miles. N. T. Kolb is chief engineer.

Houston, Texas.—The Galveston, Harrisburg & San Antonio Railway will, it is reported, build an extension from Stockdale to Cuero, 40 miles, provided that the legislature permits the proposed consolidation with other roads in Texas controlled by the Southern Pacific system. A. V. Kellogg is engineer in charge of way.

Houston, Texas.—Reported that the Westinghouse Electric & Manufacturing Co. is preparing plans and estimates for an electric railway between Houston and Galveston. The interested parties are said to be, according to a dispatch from New York, M. W. Edwards and Geo. E. Woodhouse of the Bloomington & Champaign (Ill.) Electric Railway, now being built. An Eastern syndicate is also said to be concerned. This, it is stated, makes a third plan to build an interurban railway between the cities of Houston and Galveston.

Huntington, W. Va.—The Ashland City Council has authorized the Ashland & Tug River Railroad to enter the city. R. M. Broas is president and A. M. Kelley is secretary. The line is to extend into the Elkhorn coal fields on the Big Sandy river.

Jackson, Miss.—The Jackson & Vicksburg Interurban Railway has been approved by the governor. The incorporators are Wirt

Adams, W. Q. Cole and A. M. Nelson. The line will be about 40 miles long.

Kingsville, Texas.—The St. Louis, Brownsville & Mexico Railway has, it is reported, completed tracklaying on the extension from Robstown to Sinton, 23 miles.

Lake Charles, La.—Reported that the Union Sulphur Co. will build a railroad from Sulphur to Sabine Pass.

Little Rock, Ark.—The Little Rock & Hot Springs Electric Railway Co., which proposes to build a line connecting the two cities named, has organized by electing officers as follows: President, C. J. Kramer, Little Rock; first vice-president, L. G. Garret, Springfield, Mo.; second vice-president, A. S. Blodgett, Springfield, Mo.; secretary, J. C. Marshall, Little Rock; treasurer, George W. Rogers, Little Rock. The other directors are Max Meyer, W. W. Dickinson, W. S. Mitchell, C. L. Ketcham, P. M. Pierce, H. Murdock, M. D. Welch and B. Bowman. It is reported that A. S. Blodgett, as chief engineer, is organizing a corps to survey the proposed route, starting about April 1. The road will be about 60 miles long. Mr. Garrett, general manager, may be addressed in care of President Kramer at Little Rock.

Maysville, Ky.—L. A. Dillon and J. E. Weaver are reported to have begun a survey for the proposed Columbus & Ohio River Railroad west of Aberdeen.

Mobile, Ala.—The Mobile, Jackson & Kansas City Railroad is reported to have completed tracklaying on all but 60 miles of its line—20 miles between Dancy and Ackerman, Miss., and 40 miles between Newton and Noxapater, J. H. Roberts, the contractor, is pushing the construction of the uncompleted sections.

Mt. Sterling, Ky.—Reported that the Olympian Springs Co. will build an electric railway from Olympia Station, on the Chesapeake & Ohio Railway, to the Springs, a distance of four miles.

Muskogee, I. T.—The Missouri, Oklahoma & Gulf Railway will, it is said, extend from Joplin, Mo., via Wagoner, Corretta, Muskogee, Henryetta, Dustin and Congate, I. T., to Denison, Texas, with a branch from Henryetta to Shawnee, O. T., 57 miles. Survey is completed for the entire line and grading is done from Muskogee southward to the north fork of the Canadian river, 55 miles. North of Muskogee to Corretta, 10 miles, the line is finished. J. W. Hoffman & Co. of Kansas City are doing the grading, and the Wisconsin Bridge & Iron Co. is building the bridges. Frank C. Faust is chief engineer.

New Orleans, La.—The Belt Railroad Commission has, it is reported, decided to advertise for construction bids. J. T. Norton is secretary and treasurer.

Norfolk, Va.—The Seaboard Traction Co., which proposes to build an electric railway from Smithfield to Portsmouth and Suffolk, and thence via Petersburg to Manchester and Richmond, Va., has applied to the Portsmouth city council for a franchise. L. R. Britt of Norfolk is president, and W. H. Robinson, general manager.

Orange, Texas.—C. E. Slade, a tie contractor, is reported to be building a tramroad to connect with the Santa Fe and also with the Orange & Northwestern.

Pine Bluff, Ark.—Mr. J. B. Johnson, secretary of the Pine Bluff Board of Trade, writes the Manufacturers' Record that the directors of the Pine Bluff & Southern Railroad, which it is proposed to build from Pine Bluff to Star City, Ark., are S. C. Alexander, R. G. Atkinson, W. H. Langford, C. C. Godman and J. B. Johnson. The road will be 25 miles long. Subscriptions are now being collected, and after the necessary amount has been raised the company will organize by electing permanent officers.

Pittsburg, Pa.—An officer of the Pennsylvania lines writes the Manufacturers' Record: "The report that this company may build a line through the southern part of Washington county to Wheeling is not authentic as far as I have any knowledge of the fact."

Raccoon Ford, Va.—Mr. L. A. Rhoades will, it is reported, build a standard-gauge railroad from Raccoon Ford to Winston.

Raleigh, N. C.—Mr. J. A. Mills, president of the Raleigh & Cape Fear Railroad, is reported as saying that he proposes to build the extension from Lillington to Fayetteville, about 25 miles, within a year. Work is to begin immediately. Engineers are now surveying the route.

Richmond, Va.—The Urbanna Construction Co. has been chartered to build the proposed Rappahannock & Eastern Railway. F. H. S. Morrison of Newark, N. J., is president, and W. J. Maher of Brooklyn, N. Y., secretary and treasurer. L. P. Routh of Richmond is secretary of the railroad.

Sanford, N. C.—Grading is reported under

way on an extension of the Atlantic & Western Railway from Jonesboro towards Broadway and Lillington. W. J. Edwards is president and general manager, and P. D. Watkins is chief engineer.

St. Augustine, Fla.—The Florida East Coast Railway is reported to be preparing plans, now that surveys have been completed, for the proposed extension from Homestead, Fla., to Key West, about 136 miles. The date of letting contracts is not yet fixed. Perhaps work will begin this coming summer. E. B. Carter is general roadmaster at St. Augustine, and J. C. Meredith is engineer of construction at Miami, Fla.

St. Louis, Mo.—R. H. Phillips, civil engineer, and Major E. C. Finley, a director of the company, and both of St. Louis, have, it is reported, taken steps to build the proposed Helena, Tupelo & Decatur Railroad, to run from Helena, Miss., via Tupelo to Decatur, Ala.

St. Louis, Mo.—The Port Arthur & Houston Short Line has been chartered in Texas to build a railroad between Port Arthur and Houston, Texas, about 100 miles. The incorporators include E. J. Hart, president; F. F. Shipp, secretary; J. P. Ward, first vice-president, and J. F. Montgomery, treasurer, all of St. Louis, besides H. F. Best, M. R. Bon, E. L. Rothrock, F. S. Elfred, A. J. M. Vylsteke and Peter Lamp, all of Port Arthur.

St. Louis, Mo.—The Gurdon & Fort Smith Northern Railroad has been incorporated in Arkansas to build a line from the south end of Caddo Gap, 22 miles, to a point on the Ouachita river in Montgomery county at the mouth of Brush creek. The incorporators are C. S. Clarke, vice-president, and A. W. Sullivan, general manager of the Missouri Pacific Railway at St. Louis; B. S. Johnson, general attorney of the same system at Little Rock, Ark.; William Grayson, president of the Arkansas Southwestern Railway at St. Louis; Gibson Witt, G. H. Spear, W. D. Freeman and C. J. Watkins.

Summersville, S. C.—The Charleston & Summersville Railway Co. has, it is reported, contracted with the Southern Electric Construction Co. to build its proposed line, about 25 miles long. Ogden Edwards of Troy, Ohio, is president of the railway, and George Tupper of Summersville is secretary and treasurer. Gen. A. J. Warner of Gainesville, Ga., is president, and J. W. Davis of Troy, Ohio, is secretary and treasurer of the construction company.

Vicksburg, Miss.—Reported that financial arrangements have been made to build the proposed Vicksburg & Southeastern Railroad, of which W. P. Harding of Vicksburg is president. W. H. Hardy of Hattiesburg, Miss., is also interested.

Wadesboro, N. C.—Mr. L. J. Huntley of Wadesboro writes the Manufacturers' Record that the Winston, High Point & Wadesboro Electric Railroad is proposed to be built immediately between Winston and Wadesboro.

Washington, D. C.—A dispatch from Columbus, Ga., reports that the Southern Railway will secure control of the Mobile & Girard road, now in the Central of Georgia system, and will extend it to Pensacola. W. H. Wells is engineer of construction of the Southern Railway at Washington.

Washington, D. C.—Reported that the Washington, Alexandria & Mount Vernon Railway will immediately push the work of double-tracking its line and also make other improvements. S. Wynne Foulkes is reported to have been elected president, and H. P. Vaux, secretary.

West Point, Ga.—The Chattahoochee Valley Railway Co. has applied for a charter to build a line from West Point to a point in Carroll county, about 50 miles. The incorporators are E. F. Lanier, J. C. Lanier, J. C. McKemie, L. S. Turner, N. L. Atkinson, E. J. Collins, Phil Lanier, Zach Hagedorn, J. S. Baker, L. Lanier and R. C. Freeman.

Westernport, Md.—Reported that control of the Cumberland & Westernport Electric Railway, running from Cumberland to Lonaconing, 22 miles, has been obtained by President De Warren H. Reynolds of the Westernport & Lonaconing Electric Railway and that improvements will be made.

Winston-Salem, N. C.—It is reported that two surveys will be made for the proposed Winston-Salem South Bound Railroad—the first from Gibson, below Hamlet, via High Point to Winston-Salem, and a second from Wadesboro via Lexington to Winston-Salem. A corps of engineers headed by O. H. P. Cornell is to begin work immediately on the first route. The road will be from 90 to 100 miles long. A later report says the survey has begun.

Wise, Va.—The Manufacturers' Record has received information that Roland E. Chase, president of the Clintwood Bank, and other business men of Clintwood, Va., have secured

subscriptions amounting to \$25,000 to meet a proposition made by the Virginia & Kentucky Railway Co. to extend its line to that town, the work to be completed within a year. The extension would be 21 miles long along Birchfield creek and Crane's Nest river, thence up Long's Fork through Stanley and Yates Gap, and thence down Holly creek to Clintwood. It is expected that engineers will begin the survey in a few days. F. M. McClure is superintendent of the company at Wise, Va.

Yazoo City, Miss.—The Yazoo City Business League has, it is reported, started a plan to build a railroad from Yazoo City to Helena, Ark., to connect there with the Frisco system.

Street Railways.

Birmingham, Ala.—Reported that the Birmingham Railway, Light & Power Co. is considering plans to build an extension of about two miles from Bessemer to Jonesboro.

Birmingham, Ala.—The East Lake Miniature Railway Co., to build a line at East Lake, Ala., has been incorporated by J. M. Bradley, president; A. A. Gambrell, secretary-treasurer, and Ben F. Barbour. About a mile of track will be laid.

Bluefield, W. Va.—Mr. T. C. Tanner, president of the Tannerton Traction & Amusement Co., lately incorporated, writes the Manufacturers' Record that the company proposes building only two and one-half miles of line this year, which will connect with the Bluefield & Hinton Electric Railway and will also reach Tanner's Park. It is expected to begin construction at an early date and to have line in operation by the middle of summer.

Danville, Va.—The Danville Light, Power & Traction Co. has, it is reported, been incorporated and will build a street railway.

Fort Worth, Texas.—A franchise has been granted to G. E. Montgomery of Caddo parish, Louisiana, and associates for a street-car line from Fort Worth to Arlington Heights.

Graham, N. C.—Reported that the International Trust Co. of Boston has proposed to float bonds for the Alamance Street Railway Co., of which J. W. Menefee is president. The stockholders will vote on the proposition, which has been approved by the directors.

Greenville, S. C.—Construction is reported begun on the street-railway extension that is to connect the city with the mill villages of Brandon, Woodside, Monaghan and Carolina.

Gulfport, Miss.—Reported that rights of way are now being secured for the proposed electric railway between Gulfport and Biloxi, Miss., in which plan President J. T. Jones of the Gulf & Ship Island Railroad and others are interested.

Jacksonville, Fla.—Mr. Telfair Stockton of Stockton & Budd is reported as saying that his company has acquired a control of the North Jacksonville Railroad Co. by closing a deal through Samuel P. Holmes & Co.; also that material has been ordered to build the proposed extensions.

Lexington, Ky.—Reported that the Lexington Railway Co. will build an extension to Aylesford over private right of way.

Memphis, Tenn.—The Memphis Street Railway Co. has elected among its new directors John R. Pepper, president of the Tennessee Trust Co., and John H. Watkins, vice-president and general manager of the Memphis Trust Co., both of Memphis, and Percy Warner, president of the Nashville Railway & Light Co. of Nashville. Mr. T. H. Tutweiler, vice-president and general manager of the Memphis Street Railway, is reported as saying that the improvement plans will be carried out. Ford, Bacon & Davis, engineers, will supervise the work.

Montgomery, Ala.—W. H. Ragland of Montgomery has been appointed general manager, and C. C. Hogshead of Lynchburg, Va., superintendent of the Montgomery Traction Co. The company will, it is said, build a line out Madison avenue to Electric Park.

Muskogee, I. T.—The Muskogee Traction Co. has, it is reported, begun operating cars on a portion of its track.

Muskogee, I. T.—The Muskogee Traction Co., which has just begun running street cars, will, it is said, build about 60 miles of extensions.

Sheffield, Ala.—Mr. J. B. McClary, general manager of the Sheffield Company, writes the Manufacturers' Record that the only new work contemplated at present is a mile of track with four sidings in Florence, Ala.

Arkansas Timber Land.

A tract of 220 acres of hardwood timber land in Arkansas is offered for sale. It is stated the property will cut 350 feet of oak and nearly as much of other hardwoods per acre. For full particulars write to E. A. Neely, Randolph Building, Memphis, Tenn.

MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—Carthage Superior Limestone Co., Carthage, Mo., is in the market for a small air-compressor outfit suitable for operating from two to three drills.

Belting.—See "Fertilizer-mixing Plant."

Blast-furnace Machinery.—See "Iron-furnace Equipment."

Blowing Engines.—See "Engines (Blowing)."

Boiler.—See "Engine and Boiler."

Boiler.—L. F. Edwards, treasurer Athens Domestic Laundry, Athens, Ga., wants prices on 35-horse-power boiler. (See "Engine and Boiler.")

Boilers.—The Alabama Consolidated Coal & Iron Co. will buy 5000 horse-power boilers for 200-ton iron furnace at Gadsden, Ala.; general offices at Birmingham, Ala.; T. G. Bush, president; New York offices at 74 Broadway. (See "Iron-furnace Equipment.")

Bolts and Nuts.—Messrs. Dahl Bros., Copenhagen, Denmark, want prices, free on board New Orleans or New York, on bolts and nuts. They buy from 50 to 100 tons per annum.

Brick Machinery.—Moore & Co., Savannah, Ga., want catalogues of brick and clay working machinery.

Brick Machinery.—W. O. Taylor, 916-920 Church street, Lynchburg, Va., wants prices on the most improved brick machinery.

Bridge Construction.—Board of Supervisors of Lauderdale county, Meridian, Miss., will receive bids until April 3 for building a wooden bridge across Avery's creek, on the Meridian and Philadelphia road, as per plans and specifications on file in the chancery clerk's office; B. V. White, clerk.

Building Equipment and Supplies.—A. H. Owen, Ackerman, Miss., wants prices on doors, windows, frames, tin and stone.

Building Equipment and Supplies.—Oliver J. Barwick, 307 Wainwright Building, St. Louis, Mo., will want bids on combination gas and electric fixtures, hardwood finish and floors, china closets, consoles, mantels, stairs hardware, exterior iron stairs and railing, gas stoves, laundry dryers, refrigerators, kitchen tables, window shades and screens and deafening felt.

Building Equipment and Supplies.—Culpeper Electric Light & Ice Co., Culpeper, Va., is in the market for Portland cement, mineral wool, heart-pine lumber, brick, airtight doors.

Building Equipment and Supplies.—Virginia Sanatorium for Consumptives, Ironville, Va., will be in the market for lumber, glass, roofing, etc.

Building Equipment and Supplies.—Thomas H. Ryan & Co., Columbia, S. C., wants prices on tiling, cast-iron columns, steel beams, skylights, plate glass, roofing, tinplate.

Coal and Ash Handling Machinery.—Henry B. F. MacFarland, Henry L. West and John Biddle, Commissioners, Washington, D. C., will receive bids until March 27 for furnishing and erecting coal and ash handling machinery for the Sewerage Pumping Station, Washington, D. C. Specifications and blank forms of proposals may be obtained on application.

Conveying Machinery.—See "Cranes."

Cotton-battling Machinery.—Beauchamp-Polk Carpet & Furniture Co., Little Rock, Ark., will be in the market for machinery for making cotton bats.

Cotton-tie Straightener.—Gibbes Machinery Co., 804 West Gervais street, Columbia, S. C., wants a machine for straightening cotton ties.

Cranes.—Davis Foundry and Machine Works, Rome, Ga., is in the market for one electric traveling crane of 46 feet span and 10 tons capacity. Quote prices on new and second-hand in good condition.

Drilling Machinery.—Sterrett Oil, Coal & Gas Co., Sterrett, I. T., wants prices on drilling machinery. (See "Mining Machinery.")

Drills.—Carthage Superior Limestone Co., Carthage, Mo., wants information regarding hand rock drills operated by air.

Drug Mills.—See "Mills."

Egg-case Fillers.—J. W. Miner, Ronda, N. C., wants addresses of manufacturers or wholesale dealers of egg-case fillers.

Electrical Equipment.—Louisville Elevator Co., Louisville, Ky., is in the market for a six-and-one-half or seven-and-one-half-horse-power 220-volt motor.

Electrical Equipment.—The Athens Light & Power Co., Athens, Tenn., wants prices on electric machinery and supplies.

Electrical Equipment.—F. M. Lincoln, Lawrenceburg, Tenn., wants addresses of manufacturers of machinery and equipment for electric-light and power plant.

Electrical Fixtures.—See "Building Equipment and Supplies."

Electrical Fixtures, etc.—Dr. S. S. Stewart, 900 Scott street, Little Rock, Ark., wants prices on electric and gas fixtures.

Electrical Supplies.—Brelsford Shoe Co., Waco, Texas, wants catalogues of electrical supplies.

Electric-light Plant.—The Town Commissioners, Dallas, N. C., want bids on the installation of electric-light plant, 35 to 40 horse-power; J. C. Puett, mayor.

Electric-light Plant.—C. B. Carter, Ozark, Ark., wants to correspond with contractors, also manufacturers of machinery for a plant of 1200 16-candle-power light capacity.

Elevator.—See "Fertilizer-mixing Plant."

Engine.—See "Fertilizer-mixing Plant."

Engine.—P. O. Box 347, Asheville, N. C., wants 12 or 15-horse-power traction engine in good condition, with five-foot tread (ordinary wagon width), with drum for cable draft and fitted with appliances for long haul on mountain road. State price and full description.

Engines.—E. C. Stahn, Chester, S. C., wants prices on gasoline engines.

Engines (Blowing).—The Alabama Consolidated Coal & Iron Co. will buy four blowing engines for 200-ton iron furnace at Gadsden, Ala.; general offices at Birmingham, Ala.; T. G. Bush, president; New York offices at 74 Broadway. (See "Iron-furnace Equipment.")

Engine and Boiler.—L. F. Edwards, treasurer Athens Domestic Laundry, Athens, Ga., wants prices on 15-horse-power engine and 35-horse-power boiler.

Engine and Boiler.—Box 529, Greensboro, N. C., wants a 35 to 50-horse-power engine and boiler, delivered f. o. b. Greensboro.

Excelsior Machinery.—C. R. Spratt, Manning, S. C., wants to correspond with manufacturers of excelsior machinery.

Feed Mill.—J. S. King & Co., Athens, Ga., is in the market for a mill for crushing feed; would prefer a mill that would also grind table meal.

Fertilizer-mixing Plant.—Brundige Fertilizer Co., Brundige, Ala., is in the market for complete equipment for fertilizer mixer, including elevator, engine, shaft, belting, etc.

Fountains.—J. J. Farross, 25 North Main street, High Point, N. C., wants addresses of manufacturers or dealers of metal lawn fountains.

Gas Fixtures.—See "Building Equipment and Supplies."

Gas Fixtures.—See "Electrical Fixtures, etc."

Handle Machinery.—See "Woodworking Machinery."

Heating Apparatus.—Jas. C. Metcalfe, clerk Board of Education, Covington, Ky., will receive bids until April 4 for heating and ventilating school building according to plans and specifications by Schofield & Walker, Bank Building.

Heating Apparatus.—Chas. C. Martin, secretary School Board, Louisville, Ky., will receive bids until March 30 for heating the Sylvia avenue school building in accordance with plans and specifications on file in the office of Thomas & Bohne, architects, Keller Building, and for heating the Crescent Hill-Clifton school in accordance with plans and specifications on file in the office of Hutchings & Hawes, architects, Columbia Building. Usual rights reserved.

Heating Apparatus.—Virginia Sanatorium for Consumptives, Ironville, Va., will be in the market for steam-heating apparatus.

Hoisting Equipment.—Carthage Superior Limestone Co., Carthage, Mo., is in the market for a 20-horse-power double-drum belt-power friction hoist.

Ice Machinery.—R. A. Rozier, Chipley, Fla., is in the market for ice-making machinery.

Iron-furnace Equipment.—The Alabama Consolidated Coal & Iron Co. will buy four blowing engines, about 5000 horse-power boiler.

ers, steam fittings, etc., for 200-ton iron furnace at Gadsden, Ala.; general offices at Birmingham, Ala.; T. G. Bush, president; New York offices at 74 Broadway.

Iron Furnaces.—H. E. Ferree, 313 Hill street, Hannibal, Mo., wants to correspond with engineers and makers of iron-furnace equipment relative to the best equipment to be used for manufacturing iron in Alabama.

Laundry Equipment.—See "Building Equipment and Supplies."

Laundry Machinery.—Sumter Steam Laundry Co., Sumter, S. C., wants a second-hand domestic collar and cuff ironer.

Laundry Machinery.—L. F. Edwards, treasurer Athens Domestic Laundry, Athens, Ga., wants prices on laundry machinery.

Laundry Equipment.—Virginia Sanatorium for Consumptives, Ironville, Va., will be in the market for laundry equipment.

Machine Tools.—Davis Foundry and Machine Works, Rome, Ga., is in the market for one 8' or 9' boring and turning mill, one 36"x12" engine lathe, one 25"x20" engine lathe, one 42" radial-drill press, one milling machine, one bolt-threading and nut-tapping machine $\frac{3}{4}$ " to 2" capacity. Quote price on new and second-hand, in good condition.

Machine Tools.—W. L. Duck, 214 North Stonewall street, Greenville, Texas, is in the market for a good second-hand lathe from 14 to 20-inch swing, engine lathe, not less than 6 nor more than 10 feet between centers.

Mattress Machinery.—C. R. Spratt, Manning, S. C., wants to correspond with manufacturers of machinery for making cheap mattresses.

Mattress Machinery.—Beauchamp-Polk Carpet & Furniture Co., Little Rock, Ark., will be in the market for mattress machinery.

Mills.—Old Kentucky Manufacturing Co., Paducah, Ky., wants prices on drug mills and similar equipment.

Mining Machinery.—Sterrett Oil, Coal & Gas Co., Sterrett, I. T., wants prices on mining machinery. (See "Drilling Machinery.")

Oars.—John T. Donohue & Co., 1747 Thames street, Baltimore, Md., wants addresses of manufacturers of ash oars.

Oil Refinery.—Levy & Burnett, 302-303 Fidelity Trust Building, Kansas City, Mo., wants to correspond with engineers and manufacturers relative to machinery and equipment for oil refinery.

Packing.—John Blue, Laurinburg, N. C., wants to correspond with manufacturers of metallic packing.

Paving.—City of Sherman, Texas, will receive bids until March 20 on approximately 2000 square feet of vitrified brick paving. Specifications at the office of Chas. E. Haydon, city engineer. Usual rights reserved; A. A. Fielder, mayor, and Henry Zimmerman, city secretary.

Paving.—Committee on Streets, Lynchburg, Va., will receive bids until March 27 for grading and paving with first-class rubble stone certain streets. Information as to location of quarry and sample of proposed stone must be furnished. Certified check for \$200 must accompany each bid. Usual rights reserved. For specifications and further particulars address H. L. Shaner, city engineer.

Piping.—See "Water-works Equipment."

Piping.—Virginia Sanatorium for Consumptives, Ironville, Va., will be in the market for sewer pipe.

Plow Manufacturers.—H. F. Shaw, Madison, Ga., wants to correspond with manufacturers relative to making a large steel plow in quantities of about 2500 or 5000 a year.

Pumphouse.—Proposals marked "Proposals for Pumphouse, Fish Ponds," and addressed Commissioner of Fisheries, Department of Commerce and Labor, Washington, D. C., will be received until April 12 for the construction of a pumphouse at the United States Fish Ponds, Monument Lot, Washington, D. C. Specifications, plans, blank proposals and full information furnished on application. Usual rights reserved.

Railway Equipment.—D. W. Alderman & Sons Co., Alcolu, S. C., wants 10 standard-gauge second-hand log cars.

Railway Equipment.—Wilson Creek Lumber Co., Mortimer, N. C., is in the market for 30 complete switches and frogs.

Railway Equipment.—Peacock's Iron Works, Selma, Ala., is in the market for one-half mile of new or second-hand 20-pound rail for logging road, for delivery in Mississippi.

Refrigerators.—See "Building Equipment and Supplies."

Sewerage System.—A. W. Hicks, town clerk, Spencer, N. C., wants prices on material for constructing sewerage system.

Sewerage System.—Board of Aldermen, Kirkwood, Mo., will open bids April 3 for the construction of public and district sew-

ers and septic tanks in accordance with the provisions of Ordinances Nos. 302 and 308. Bids must be filed with J. G. Hawkins, city clerk, where plans and specifications may also be seen. Certified check for 10 per cent. of amount of bid, payable to the mayor, must accompany each bid. Usual rights reserved.

Sewerage System.—The Street Committee, M. L. Thornton, chairman, Huntington, W. Va., will receive bids until March 25 for furnishing all material and constructing sewer in alley between Fifth and Sixth avenues from 16th to 17th streets and connecting with main sewer according to plans and specifications on file in the office of city clerk. Usual rights reserved.

Sewerage System.—Thos. A. Combs, mayor, Lexington, Ky., will receive bids until May 1 for the construction of an eight-inch sanitary sewer with connections to the curb line, manholes, flush tanks, etc., on Walnut street from the south side of Sayers alley to a point north of 3d street in accordance with the Waring plans and specifications on file in the office of city engineer. Usual rights reserved.

Shafting.—See "Fertilizer-mixing Plant."

Soap Machinery.—Lee J. Rollins, Timmons, S. C., is in the market for hand molds for making laundry soap.

Spoke Machinery.—See "Woodworking Machinery."

Steam Fittings.—See "Iron-furnace Equipment."

Steel Hoops.—Economy Silo & Tank Co., Frederick, Md., wants addresses of manufacturers of steel electric welded hoops for hooping measures, tubs, etc.

Store Furniture and Fixtures.—Brelsford Shoe Co., Waco, Texas, wants catalogs and prices of shoe seats and fixtures.

Water-works Equipment.—J. Will Hall, mayor, Liberty, Mo., wants prices on machinery and equipment for water-works, for which \$55,000 is available.

Water-works Equipment.—Memphis Artisan Water Department, Lawrence Simpson, general superintendent, Memphis, Tenn., will open bids March 27 for furnishing f. o. b. cars Memphis, Tenn., the following wrought-steel pipe and cast-iron water pipe, more or less: 500 feet 14-inch O. D. standard steel pipe, 2700 feet 10-inch standard steel drive pipe, all to have couplings and thread protectors; 20 tons four-inch cast-iron pipe, 25 tons six-inch cast-iron pipe, 185 tons 12-inch cast-iron pipe, 185 tons 16-inch cast-iron pipe, necessary special castings. All proposals must comply with specifications on file in the office of the water department, which will be furnished on application. Usual rights reserved.

Water-works Equipment.—City Water Works, C. E. Bolling, superintendent, City Hall, Richmond, Va., will receive bids until April 4 for the following supplies and contract work: Gate valves, cast-iron pipe, special castings, double-nozzle fire hydrants, valve boxes, pig-lead, wiping solder, brasswork, water meters, cutting and refilling pipe trenches, lay-

ing and relaying paving, oils and greases for pumphouses and hauling. Specifications, plans, information and form of proposal can be obtained on application. Certified check for \$100, payable to the city treasurer, must accompany each bid. Usual rights reserved.

Water-works Equipment.—F. M. Lincoln, Lawrenceburg, Tenn., wants addresses of manufacturers of machinery and equipment for water-works. (See "Electrical Equipment.")

Well-drilling.—C. V. Hillyer, city clerk, Fernandina, Fla., will receive bids until April 15 for furnishing all necessary tools, casing, etc., and furnishing an artesian well with the exception of T cap and valve to be placed on top of casing, which will be furnished by city.

Well-drilling Equipment.—Gibbes Machinery Co., 804 West Gervais street, Columbia, S. C., wants best jobbers' prices on hand or horse-power well-boring augers for 12 to 18-inch diameter wells, 25 to 75 feet deep.

Woodworking Machinery.—J. Condon Williams, Wauchula, Fla., wants to correspond with manufacturers of molding machines, buzz planers, lathes and band saw.

Woodworking Machinery.—Shelby Manufacturing & Canning Co., Junction City, Ky., wants addresses of manufacturers of machinery for making handles, plow beams, spokes, etc.

MEXICO.

Distillery.—The Kentucky-Sonora Distilling Co. has been incorporated with capital stock of \$100,000 to operate whiskey distillery at Hermosillo, Sonora. John A. Simmons, M. C. Alvord and E. P. Farrell, all reported as of Lexington, Ky., are the incorporators.

Electric-light and Power Plant.—Octaviano Gonzales of Nueva Laredo, Nueva Leon, and associates are organizing a \$30,000 stock company to build an electric-light plant.

Hotel.—Julio Douset of Torreon, Mexico, will build a modern hotel, two stories high, 35 bedrooms, brick construction, walls and girders calculated for adding another story of 30 rooms. Fred Wulff, architect, has prepared the plans and specifications.

Mining.—Alberto Peregrina of Acaponeta, Tepic, has filed claims to mining lands which he proposes to develop.

Reduction Works.—H. H. Sawyer of Philadelphia, Pa., representing the Bautista Mining Co. in the Bautista camp, 70 miles south of Ameca, Jalisco, is planning to build reduction works to cost \$50,000.

Sampling Works.—The Chihuahua Ore Treating and Sampling Works has been organized by Charles S. Robinson and W. D. Pearce to establish at Chihuahua, Chi., a plant for the purpose of treating ores; offices in the Palace Hotel.

Smelting Plant.—Reports state that T. M. O'Gorman, representing an English syndicate, has received a concession to use the waters of the Fuerte river at La Junta, Sinaloa, in connection with the erection of a smelting plant.

INDUSTRIAL NEWS OF INTEREST

Flour Mill Offered.

The Columbia (Pa.) Flour Mill, a plant with a daily capacity of 250 barrels of flour, is offered for sale or rent by C. H. Dempwolf of York, Pa.

Of Interest to Manufacturers.

Manufacturers who may need a location in the South are invited to address S. Wittkowsky of Charlotte, N. C. Mr. Wittkowsky offers for rent 12,000 feet of superficial floor space suitable for light manufacturing. Plenty of light is afforded, and electric power can be had at low rates.

Knitting-Mill Sale.

One of the established knitting mills in the South is offered for sale. The plant has recently been equipped with new machinery, and is said to be doing a profitable business. Its owner will give good reasons for selling. For information address Knitmill, care of the Manufacturers' Record.

New Pump at Low Figure.

A new pump specially adapted to water-works use is offered for sale by J. C. Saxton, 18 Broadway, New York. It is a horizontal compound duplex condensing pump with a capacity of 3,000,000 gallons in 24 hours against 70 pounds pressure, including suction lift. Write for full description.

West Virginia Coal Mines.

A West Virginia coal mine now producing 700 tons daily is offered for sale by the owners. It is located on a 1000-acre tract of clean Pittsburgh coal eight feet thick; all

drift mining and self-draining. The mechanical equipment is practically new. Messrs. Junkins & Michael, Fairmont, W. Va., can give information.

National Filter Co. in Kansas City.

Buyers of filters are invited to note that the National Filter Co. of Chicago has established a Western office in Kansas City, Mo., with the Conell Plumbing & Heating Co., 1221 Grand avenue, in that city. This office is in charge of A. R. Cooley, who for the past three years has been with the general offices of the National Filter Co. at Chicago.

Emilien Perrin Co. Changes.

The Emilien Perrin Co., Ltd., New Orleans, La., has decided upon an increase of capital stock from \$100,000 to \$250,000 and a change of its name to the Equitable Real Estate Co., Ltd. This is done for the purpose of enabling the company to broaden its field of activity and to more fully grasp the opportunities that are offered for the purchase and development of New Orleans real estate and to otherwise assist in the progress of the city.

The Hotel Essex.

The season is approaching when holiday and health seekers who choose the New England resorts for their outings will be wending their way towards Boston. Nearly all travelers to the section mentioned go by way of Boston and remain in that center for several days or more. They are, of course, concerned in knowing a satisfactory hotel where modern accommodations can be obtained at moderate rates. Such a place is the Hotel

Essex, opposite South Terminal Station. This hotel is admirably located, being opposite the depot, where the trains from all sections arrive, and being near the shopping districts and steamship piers. It is conducted by F. A. Hammond, who is prepared to send further particulars to inquirers.

Ball Engine Sales.

Among recent sales made by the Ball Engine Co., Erie, Pa., in the South are the following: Lonaconing Electric Light & Power Co., Lonaconing, Md., one 175-horse-power engine; Sturgis Electric Light Co., Sturgis, Ky., one 500-horse-power engine, one 200-horse-power engine; city of Griffin (Ga.) electric plant, one 400-horse-power engine; city of Tallahassee (Fla.) electric plant, one 400-horse-power engine, and Pell City Manufacturing Co., Pell City, Ala.

Rolling Mill for Sale.

The modern and completely-equipped plant of the Independent Rolling Mill Co. of Cuyahoga Falls, Ohio, is offered for sale. The property is in the best of condition, the machinery being practically new. The plant can be inspected at any time. A detailed inventory is ready for mailing to inquirers. For information call on or address W. E. Young of the company, or Messrs. Young & Wanamaker, Hamilton Building, Akron, Ohio. Bids will be received up to April 5.

Fred W. Wolf Company.

The Fred W. Wolf Company of Chicago announces that it has re-established a branch office in New York city at 277 Broadway, in charge of Benjamin F. Daly. The Wolf Company is well known as engineer and machinist and manufacturer of the celebrated Linde ice machines, refrigerating machinery and ammonia supplies, etc. Its New York office is prepared to give full attention to applications for estimates or information regarding the installation of ice or refrigerating plants or both.

Offers Gravel Deposits.

The owners of an extensive gravel deposit in Louisiana are desirous of arranging with some operator to develop the property on a royalty basis. The property is well located, and it is stated that contracts can be readily secured for selling to railroad corporations and private individuals. It is equipped with steam railway, locomotive and 55-ton steam shovel. The pit has not been opened yet. Full details regarding this opportunity can be secured from the Shreveport Realty Trust Co., Shreveport, La.

Woolen Mill for Sale.

A complete woolen mill located in the suburbs of Baltimore is offered for sale. The plant comprises 22 acres of land, millrace and water rights, mill buildings, dyehouse, boiler-house, etc., with 40 looms and accompanying machinery for a monthly output of 41,000 yards of cloth. Both water and rail shipping facilities are at hand. This property is to be offered at public outcry on May 9 at the plant, 555 Frederick avenue extended, Baltimore, Md. For information address James W. Chapman, Jr., Thomas Ireland Elliott and Sylvan Hayes Lauchheimer, trustees, 1163 Calvert Building, Baltimore.

Common-Sense Grate-Bars.

The Albezette Common-Sense Grate-Bars, now being introduced in the South, are in good demand, and the number of them purchased this year will probably greatly exceed the record of 1904. These grate-bars are so constructed as to give equalized draft all over and burn any kind of fuel, always keeping the necessary amount of steam. The gun-metal bars have proven exceptionally durable, and are satisfying many boiler users. The maker guarantees them not to fall in 12 months. The Scotland Neck Foundry Co. of Scotland Neck, N. C., manufactures these grate-bars, and is prepared to send full details to inquirers.

Equipments for Melting Metals.

There are numerous manufacturing establishments wherein are required equipments for melting metal and other materials. The managers of such plants are usually awake to the possibilities in securing the heating and melting devices which have proven their superior value in actual service for exacting buyers in this field of mechanical equipment. Such a device is the Rockwell Double Chamber Melting Furnace, the features of which have caused its adoption in many well-known plants and factories where only the latest perfected inventions in any department of mechanical skill will be given attention. The Rockwell furnace is designed and constructed for the careful, effective and economic heating and melting of metal and other material by the Rockwell Engineering Co., which has most successfully made a specialty of building furnaces and heating machines for manu-

facturing purposes, using any fuel. The company will also furnish fuel-oil appliances, such as pumps, burners, hose, tanks, blowers, etc., in connection with the Rockwell furnaces, as well as for any other application of fuel oil. It issues descriptive literature regarding its product for the purpose of educating those operators not acquainted with Rockwell specialties as to their efficiency and various features which appeal to the discerning manager of shops wherein metal is required. Correspondence on this subject is invited.

Reeves Engine Contracts.

The Reeves Engine Co. of Trenton, N. J., sales offices at 85 Liberty street, New York, has closed orders recently for a 16x16-inch horizontal for the Kansas City (Mo.) City Hall, an 18x16-inch horizontal for the Sayville (L. I.) Electric Co., a 11x14-inch for the city lighting plant of Cedar Rapids, Iowa; a 6x7-inch vertical for the West Virginia Pulp & Paper Co., Tyrone, Pa.; two 12x12-inch horizontals for the Philadelphia works of George Hemmatt Company, a 10x9-inch vertical for Swift & Co., Brooklyn, N. Y.; two 12 and 20x16-inch vertical cross compounds for Ben Stanley Revett of Denver, Col.; two 10x9-inch verticals for Farr-Alpaca Company, a 16 and 26x18-inch vertical cross compound for the City Hospital at Philadelphia, and numerous others.

A New Gas Engine.

Gas-engine users look for a light motor that will occupy little space, can be quickly started and stopped, that is simple in operation, and that will yield its rated horse-power day in and day out with as little fuel and noise as possible. An engine that aims to meet this want has been invented by Bernard B. Mears, 1242 Jackson street, Baltimore. The inventor states that the main features are the absence of the connecting rod, piston rod and crank, and the engine requires proportionately less space for its installation. Great speed is said to be easily attained. The inventor also states his construction provides that the expansive force of the gas will be nearly continuous, and will be effective during several revolutions of the driving shaft. The engine can be run by either steam or gas, and is not of the turbine type, being a new application of an old principle in mechanics. There are no dead centers.

Machinery for Making Cigars.

It is probably not a very well-known fact that many thousands of cigars are made by machinery. During recent years inventors have given much attention to the subject of machines for manufacturing cigars, and have striven to perfect equipments that will produce an article which finds a ready sale and satisfies the consumer. In Pennsylvania, where many millions of cigars are made every year, there is located a company which has been successful in perfecting machines for the manufacture of cigars of various grades, shapes and sizes, and a number of factories in that State, in Ohio and in West Virginia are using the equipments. By using these machines factories could be established on a small capital in the South, where tobacco is for sale at the lowest market prices, and it is suggested that this subject be investigated by parties willing to invest. Employment could be given to local people and thus assist in the industrial growth of small towns and cities, besides affording a profit to the owners of the factories. The Winget Manufacturing Co. of York, Pa., manufactures the machines referred to, and is prepared to advise investigators fully regarding the possibilities with the use of its inventions.

Water Supply from Underground.

The difficulty of securing pure water from springs or rivers is leading many municipalities to investigate underground sources. Such water is usually of the best quality and absolutely free from contamination, the principal difficulty met with hitherto having been the problem of raising it to the surface, since, where it must be taken from a large number of bored or driven wells, the use of direct-acting deep-well pumps becomes impracticable because of the high expense of operation and maintenance. Compressed air, however, offers the advantages of a central power plant and simplicity of the well equipment, together with the ability to pump from many wells at any distance and of practically any depth. It also lends sparkle and coolness to the water. Los Angeles, Cal., is adopting this method for its additional supply, and a pumping plant is to be installed where wells have been bored to water-bearing strata lying 60 to 280 feet below the surface. As these wells are too deep to permit of their operation by pumping engines located on the surface, and as it would be commercially impracticable to pump them by deep-well pumps with long plunger rods, and again very costly to excavate pumping stations underground

near the water-level, it has been decided to operate them with compressed air, which offers the further advantages of aerating and cooling the water and permitting one central plant to operate all the wells scattered over a half-mile stretch. The system adopted is the air lift, in which compressed air is forced through one pipe down to the bottom of the well, where it discharges under the mouth of another pipe reaching to the top of the well and emptying into the reservoir. This installation has many features of interest, details of which can be obtained from the Laidlaw-Dunn-Gordon Company of New York city. It is this company that is furnishing the machinery for Los Angeles' compressed air water-supply system.

TRADE LITERATURE.

A Hand Hay Baling Press.

People who are interested in the baling of hay will find some facts of interest for their consideration in a leaflet being issued by the Columbus Iron Works Co. of Columbus, Ga. The leaflet tells about the York Hand Hay Baling Press, by the aid of which two men can pack from two to three tons per day, bales weighing 75 to 90 pounds. The baling chamber is 16x29 inches by 6 feet, and will pack a bale of any length up to three feet.

New Injector Catalogue.

People who are interested in modern injectors are invited to write the Ohio Injector Co. for copy of its new catalogue for 1905. This company manufactures injectors for locomotive, stationary, traction and marine boilers, ejectors, sight-feed lubricators, valves, grease cups, etc. Its products are well known wherever high-grade products of the character indicated have found favor. The company's plant is at Wadsworth, Ohio.

The Ingot.

Practical users of metals and alloys will find many helpful hints in The Ingot for March. This little publication starts every month on its mission of keeping progressive men posted as to the latest developments in metal-working. It is published by the Riverside Metal Refining Co. of Conneville, Pa., manufacturer of ingots of copper, red brass, yellow brass, phosphor-bronze, pigs of tin, lead, etc., terne metal, tynere metal, spelter, antimony, stereotype and electrolyte metals, solders, lallditts, etc.

The Henry Vogt Boilers.

The Henry Vogt Machine Co. of Louisville, Ky., has issued Bulletin No. B1 to describe its production of water-tube boilers. While these boilers are comparatively new to the trade, they have been in use for several years in a number of large plants and proved satisfactory in every respect. They are built of the best materials obtainable, with the aid of the best workmanship, and all their mechanical details meet the requirements for modern water-tube boilers. Besides these water-tube types, the Vogt Company also manufactures horizontal and vertical tubular boilers, internally-fired boilers, complete power plants, etc.

Boston & Maine Messenger.

Seekers after information regarding the most attractive locations in New England will find facts worthy their attention in the Boston & Maine Messenger for March. This excellent publication tells about the various manufacturing towns and holiday resorts in the New England States. Its accompanying illustrations augment the letter-press in presenting interesting pointers as to the places readily accessible to visitors, seekers after health and those who may contemplate establishing their homes or a business venture. The Boston & Maine Railroad's passenger department issues the Messenger. Write the offices at Boston for a copy.

Don't Overlook These Facts.

Everyone who visits the plant of the Columbus (Ga.) Iron Works Co. for the first time expresses surprise at its magnitude, the volume of business being attended to, the extent of territory being served and the great variety of its products. These points are referred to in the company's latest leaflet issued for filing with the others recently distributed and mentioned in this column. The current leaflet presents a group photograph of the executives of the company's various departments at Columbus, Ga. There are 18 men shown, including the officers and the head men in the various mechanical departments. Send for this leaflet.

Allen & Taylor Hoisting Engines.

A Junior catalogue has been issued by Messrs. Allen & Taylor, the National Hoisting Engine Co., 395 Pennsylvania Building, Philadelphia, Pa., regarding their product for the use of contractors, railroad constructors and other operators requiring modern

hoisting equipment and similar equipment for the efficient conduct of their business. The Allen & Taylor specialties include traveling, stiff-leg, guy and cargo derricks, electric, air and steam engines, dump wagons, scrapers, plows, etc. The catalogue refers in a concise yet thorough manner to these great helps in construction work, and is worthy the attention of buyers of this class of mechanical apparatus.

Genasco Brand Roofing.

The Barber Asphalt Paving Co. of Philadelphia, Pa., has issued some instructive literature regarding its Genasco Brand Roofing materials. Genuine Trinidad Lake and Bermudez Lake asphalts are used exclusively in the manufacture of Genasco materials, and these have made and are continuing to make a reputation which roofers, architects, building contractors, dealers and others interested in modern roofing are praising everywhere. "Roof Specifications" is the title of one booklet which the Barber Company issues in response to requests from all parts of the country as to the best possible roofing that can be applied to modern buildings. Write the company for facts about its asphalt products.

General Electric Fan Motors.

The approach of the summer season makes reference to electric fan motors a timely subject. Dealers in fan motors and others who are interested in such equipment will find the General Electric Fan Motors for this year to comprise a full line. These motors have been on the market for years, and have always met with much success. They are steadily improved from season to season in accordance with the situations and necessities that experience shows are required. The 1905 catalogue of General Electric Fan Motors is now being issued. It illustrates and describes a number of designs for use in all kinds of buildings and elsewhere. For a copy of it write the General Electric Co. at its offices in Schenectady, N. Y.

Biles Drying Machinery.

A neat pocket catalogue has been issued by the Biles Drier Co., manufacturer of drying machinery and presses. This design of machinery is well known and being called for constantly in various avenues of industrial activity. It has been invented not on theory alone, but by practical and costly demonstrative experience. This has resulted in the perfection of the most effective and economical methods of extracting and evaporating moisture at the minimum cost of fuel and labor, with practically no loss of heat from radiation and with but small cost of repairs. The Biles Drier Co. is located at Louisville, Ky., where inquiries for catalogues can be addressed by operators who are in need of drying machinery and presses.

Follansbee Brothers Special Products.

The Follansbee Brothers Company of Pittsburgh, Pa., has issued a leaflet calling attention to its new mill at Follansbee, W. Va., where absolutely no expense has been spared in installing the best possible equipment for the manufacture of the special products of the Follansbee Company. There the company is producing from the raw material high-grade roofing and bright charcoal tinplates and black sheets, polished, pickled, annealed, cold-rolled, one, two or three pass, of such uniform, reliable good quality as will satisfy the most exacting buyer of this class of material. Prompt shipments can be made at any time upon receipt of orders from responsible manufacturers. Send for a copy of the leaflet and keep posted on Follansbee articles.

Crocker-Wheeler Alternating Apparatus.

The Crocker-Wheeler Company, manufacturers and electrical engineers, of Amper, N. J., is about to issue Bulletin No. 50, showing a line of belt-type alternating-current revolving field generators which the company is placing on the market. This bulletin reports a very wide departure in the policy of the Crocker-Wheeler Company, which has until recently been identified with the manufacture of direct-current apparatus only. As has been previously noted in the technical press, the company is now manufacturing a line of alternating-current apparatus which follows very closely in its design that built by Brown, Boveri & Cie of Baden, Switzerland, recognized leaders in the building of A. C. apparatus. The solid poles on the rotor and the nearly closed slot in the stator are features peculiar to Crocker-Wheeler alternators.

Oil and Waste Saving Machine.

An important item with power stations and many manufacturers is the use of various oils and greases as lubricants and cotton or woolen rags or waste to handle the oil. In plants where economy is considered care is

taken to save such quantities of oil as is practicable with the present known facilities. In this connection managers are invited to investigate the Rochester Waste Machine, which is offered as reclaiming both oil and waste to the extent of 99 per cent., the waste being even better than new after its treatment by the machine. The machine has been installed in some of the largest plants in the world and given satisfaction to exacting managers. The Oil & Waste Saving Machine Co. manufactures the Rochester machine, and issues a leaflet which gives the pertinent facts regarding the device and its use. Its offices are at 1337 Real Estate Building, Philadelphia, where requests for further information can be sent.

Concerning Dump Cars.

A timely pamphlet is that which is being distributed in the interest of dump cars of the most modern type. It treats entirely of different forms of pumping cars suitable for railways, contractors, and pits, brickyards, phosphate plants and others engaged in the removal of large quantities of earth, rock, sand, gravel, etc. The dump cars described are the product of the Continental Car & Equipment Co., 17 Battery Place, New York, and Missouri Trust Building, St. Louis, Mo. They are classified as follows: The rotary, the one-way, the two-way, the end-dump and the gravity car. The 1905 models are put on the market after an extended experience and in the full belief that they are superior to other makes in the essential points demanded in equipment of this character. Photographic views are presented in the pamphlet of the various types of Continental dump cars, and the accompanying text will impart information of value to all users of dump cars. Copies can be obtained on application.

Scientific Oilcake Machinery.

During 20 years of progress in the cottonseed-oil industry it has been the aim of inventors and manufacturers of the machinery required to steadily improve their output. These improvements have increased the profits accruing from the oilcake, which has advanced from a mere by-product to a commodity and become an important product of cottonseed-oil mills. The Foss Manufacturing Co. of Springfield, Ohio, has been prominent in the introduction of scientific machinery used in the cottonseed-oil industry. Its Scientific Attrition Mills, Breakers, Cottonseed Hullers and Cleaners, hull-separating machinery, centrifugal reels, etc., have won a leading position in the South, and the demand for them constantly increases. The company has just issued a new catalogue of its equipments, and presents illustrations, descriptions and other data showing the superiority of the Scientific machines and showing just how they promote efficiency and economy in the operation of cottonseed-oil plants. Send for a copy.

Universal Double-Tube Injector.

A leaflet is being issued descriptive of the Universal Double-Tube Injector (original Koerting Injector) manufactured by the Schutte & Koerting Company, 12th and Thompson streets, Philadelphia. This injector is the combination of two jets, the lower jet proportioned for extreme temperature and for quick and strong action, which includes maximum high suction. The discharge is into the upper jet, where the water receives the additional strong impulse to carry it into the boiler. The pressure and volume from the lower jet correspond to the steam pressure, and this is as it should be to answer the requirements of the upper or forcing jet. The varying volume insures the proper working at high steam pressure as well as at low, and increased pressure admits of increased high temperature. The self-governing or automatic features are given as the reasons this injector gives the same high duty and works with the same strong and positive action under varying pressures of steam with highest temperature of feed water under pressure or high lift. For further details write the manufacturer.

When Using the 'Phone.

While the telephone has been making a place for itself as a prime necessity in every business office, becoming one of the greatest time-saving conveniences of modern days, it has at the same time established an unenviable reputation as a decidedly awkward article to use with comfort. Yankee inventors have not, however, been slow to come to the rescue and make good the defects with which it was burdened by attaching to the telephone and surrounding the instruments with various contrivances designed to make its use not merely a habit but a fine art. Desk and book brackets, wall tablets, swinging tables, automatic indexes and other similar articles are the contrivances referred to. These handy specialties are the subject of an illustrated booklet issued under the title

of "When Using the 'Phone," by Jonathan A. Rawson, Jr. This publication tells how to do things easily and quickly in the office. It also announces that Mr. Rawson is prepared to assist business men in perfecting their office equipment, especially in connection with the telephone. Address him at 130 Pearl street, Hanover Square Building, New York city.

What a Belt Should Do.

"What a Belt Should Do" is a booklet which will find friends among manufacturers and other users of belts who are awake to the important facts presented in the publication. It tells about the use of belts in industrial establishments, and points out the importance of not requiring belts to do more than 75 per cent. of their actual capacity. For the sake of economy one should be governed by what a belt should do, not by what it can do, yet managers often neglect this feature and keep adding to the work of a belt without any consideration as to the effect the additional service will have on the wearing qualities of the belt. They merely know the belt turns the machinery, and they keep on installing equipment. Some valuable facts concerning the use of belts, especially in this regard, are presented in the booklet named. It is issued by Messrs. I. B. Williams & Sons, makers of high-grade leather belts and lace leather since 1842 at their factory in the city of Dover, N. H., with branch stores at 48 Dey street, New York; 17 West Lake street, Chicago, and 143 Federal street, Boston. Ask them for "What a Belt Should Do."

A New Reversible Fan.

Reversible as to hand and discharge; built solid so as to run without a tremor at maximum speed; has increased pulley surface; crown sheet and inlet of steel; square outlet with full area; no buckling of section side at high speed; fan blades cast into wheel cone; no rivets to work loose; will handle long, stringy, as well as short material; short overhang; universal adjustment of bearings, not simply up and down; doubling oiling bearings of best babbit and reamed to size; made in any size from 30-inch to 60-inch, and single or double; guaranteed to handle shavings at six ounces without vibration and without hot boxes. Such is the new reversible fan and one-piece fan wheel which has been designed by the New York Blower Co. The wheel is virtually cast into the wheel cone, making it smooth, solid, lasting and effective. The pulley can be placed either on the right or left hand side of this fan, and the discharge opening can be pointed in any direction. Woodworking establishments will be interested in this fan. Sectional catalogue No. 58 describes it. Address the New York Blower Co., 25th Place and Stewart avenue, Chicago.

J. B. B. Pocahontas Coal.

The rapid growth in popularity of J. B. B. Pocahontas Smokeless Coal has led to the compilation of valuable data regarding it. This information is now presented in an illustrated pamphlet, which will interest all users of coal for industrial and other purposes. Believing that the best proof of the value of a coal may be found from the statements of those who use it, there is submitted a number of opinions from consumers. These latter include some of the most prominent manufacturers in the country. Among them are some of the best-known cotton mills in the South, engineers, electric-lighting plants and numerous others. It is said that the J. B. B. coal is the best and most popular for smithing, as it contains the smallest percentage of sulphur and phosphorus, makes no clinkers and will make perfect welds for the smith. Messrs. Jewett, Bigelow & Brooks of Detroit, Mich., own and control their own mines of the J. B. B. Smokeless Pocahontas Coal, and ship direct to the consumer. After 12 years' experience in the Pocahontas coal fields their mines were selected on account of the purity of the coal and the high British thermal heat unit value it has. People who are interested in coal should write the firm for a copy of the pamphlet referred to.

The Best Specialties.

A rather neat publication and valuable in its department of the mechanical specialties field is pamphlet No. 8, telling the facts about the "Best" specialties. These engineering specialties are best both by name and nature. They include the Best patent adjustable wedge gate valves and various other types of valves, the Climax valves for numerous purposes, the Anderson valves, the Gullands valves, pipe bends, expansion joints, flanged fittings, hydraulic operating gate valves, exhaust heads and many other articles of that character which aim to perfect the efficiency and economy of different kinds of plants. These articles are the product of the Best Manufacturing Co. of Pittsburgh,

Pa. This company also acts as general piping engineer and makes blast-furnace specialties generally. The company's booklet, the pamphlet No. 8 mentioned above, is illustrated, and presents in a convenient form the data which will interest everyone concerned in the use of the specialties listed. It may be added that among the prominent users of Best specialties is the National Tube Co., the General Electric Co., the Westinghouse Electric & Manufacturing Co., the New York Edison Company, the Copper Queen Consolidated Mining Co., and many other well-known operators in the industrial field.

Something About Acetylene Lighting

The superior illuminating power of acetylene gas is well known in Europe, where it is used extensively, and it is becoming better known every day in this country. It will be conceded that an ideal illuminant is that which gives a good light as near like sunlight as possible, is not injurious to the eyes, and at the same time is both economical and safe. These features are said to be found only in acetylene gas. Its wonderful penetrating and diffusive qualities making it possible to readily match colors under its colorless rays, to take photographs and to do numerous other things which cannot be accomplished under any other artificial illuminant. In order to obtain these desirable results it is important that the proper generator be used. As to this some valuable information is presented in "Daylight by Night," an illustrated pamphlet which has been issued in the interest of perfected apparatus for making and distributing acetylene gas for house and town lighting, for buoy work and for train-lighting. This apparatus is the type made by the General Acetylene Co., 80 Broadway, New York, which company will send copies of the pamphlet to applicants. The pamphlet contains much interesting data regarding the discovery of acetylene gas, its development, the mechanical equipments designed for manufacturing and supplying it, and how these have been brought to commercial usage. The company named has been most successful in marketing its acetylene gas equipments.

Producer-Gas Power Plants.

No question of engineering is more likely to yield immediate and tangible results to industrial management than the economic generation of power. American engineers have not given as much attention to cheapening the production of power by using producer gas as have European engineers, producer gas being in general use in England and Germany. The present success of internal-combustion motors has been attained by the development of a machine having inherent value with practical and substantial advantages. There are substantial reasons for the superior advantages of the gas producer-gas engine combination, and these reasons are set forth in a convincing manner in the illustrated pamphlet which the Weber Gas & Gasoline Engine Co. of Kansas City, Mo., is sending to power-users. The efficiency and economy of the producer-gas power plant is clearly indicated, and some important hints are presented regarding the selection of a plant of that kind. The Weber Gas & Gasoline Engine Co. has been most successful in designing and building complete power plants in the class noted, and the great satisfaction which buyers obtain from their use is steadily sending more customers to the Weber offices. The Weber Company builds the Weber gas engines, single-cylinder horizontal, multiple-cylinder vertical, hoisting, portable, pumping, geared-base pumping engines, mine locomotives, air compressors, and the Weber patent suction gas producer. Its pamphlet tells the facts about these machines.

The Southern Corliss Engine.

In the design and construction of the Southern Corliss engine there has been no altering of old drawings or patterns to meet the requirements of advance practice, but every detail has been carefully constructed to conform strictly to modern practice and eliminate mistakes and deficiencies existing in some makes of Corliss engines. The general design is symmetrical and pleasing in appearance. Every detail has been carefully studied. All bearings are extra large and adjustable for wear and perfectly accessible throughout. Another feature of importance is the duplicate system. All parts are carefully made, conforming to standard gauges and templates. In this way each part is made interchangeable with all others of same class and size. This system, with classified drawings and records, enables repairs to be made at once, saves the owner the annoyance of delay, reduces the cost of repairs to a minimum, and prevents mistakes in ordering. A full assortment of duplicate parts is carried in stock and guaranteed to fit without the aid of a machinist. In addition to the care exercised in designing and

careful supervision during the erection of these engines, they are tested after completion by both prony brake and indicator. The valve gear, governor and general alignment are perfectly adjusted, in this way assuring a satisfactory performance of engine when placed in regular service. The Southern Corliss engine is built by the Southern Engine and Boiler Works of Jackson, Tenn. The company is now ready to send complete descriptive catalogue to inquirers.

Modern Cement Products.

Structures of cement are the most perfect specimens of the builder's art left us by the distant past. During recent years this fact has been given much consideration by modern engineers, architects and manufacturers, the result being that cement materials are entering more completely every day into the construction of buildings, bridges, dams, roadways and various other structures. Modern inventors have perfected machinery and processes for making and using cement-construction materials, so that the demand is being given proper attention. The Cement Products Co. of Wilmington, Del., aims to be prominent in introducing its processes and special machinery for making cement materials, and is now preparing for an active campaign to make known their superior features to the public. A number of plants located within the past year have proven the practical value of the company's inventions. The company's patents cover the manufacture and construction of all forms of concrete work now in use and many new products that are solely its property. Its descriptive literature is now being distributed and will interest all who are desirous of being fully informed as to the latest developments in this department of industry. The Cement Products Co.'s concrete brick and unit system of concrete construction is made the subject of one special pamphlet, containing the engineer's official report, and will be found replete with valuable data for consideration. Its good-roads pamphlet will be of especial interest to city, county and State officials who want to be posted as to the best applications in the building of modern highways, to the establishment of which this country is now giving particular attention. Southern communities should not fail to become acquainted with the facts presented. Write the company and invite it to send you its booklets.

The Kemp Smith Miller.

Milling practice has undergone a remarkable revolution in recent years. The milling machine, formerly merely a toolroom machine in its narrowest sense, is now essentially a manufacturing machine. The scope of its work is becoming truly phenomenal, and every day brings out new instances of jobs which are being turned out on the milling machine in time which the planer or shaper could not approach. Modern works managers recognize the economic value of a good milling machine as a factor in time and cost reduction, and in almost every machine shop operated under progressive methods will be found milling machines in practical demonstration of their value as work producers. To produce milling machines of highest quality only, of proven efficiency in the most advanced modern practice, has been the constant endeavor of the Kemp Smith Manufacturing Co. of Milwaukee, Wis. This company has been building millers as an exclusive specialty since 1888, and everything in its very modern equipment is carefully planned to that end alone. It builds machines in multiple lots on the jig system, and all parts are interchangeable at any time. The design of the Kemp Smith Miller has been constantly improved to adapt it to the ever-increasing duties and strains expected and demanded of the modern miller, and today the company says its miller has absolutely no equal in points of rigidity for strains, convenience and simplicity of operation, efficiency for the rapid production of accurate work, and general capacity for continuous hard service under rigorous modern methods. In offering its line, broad enough to meet almost any demand of modern milling practice, the company commends the various sizes as set forth in the pages of its descriptive pamphlet. In general, the modern purchaser of a milling machine desires to cover the field as thoroughly as possible before definitely placing his order. To such, the company says, it invites comparison and thorough investigation, and always stands ready to estimate by actual test the time of production of specified work, or to assist and advise with the customer in any way possible. The illustrated literature which the company has ready for inquirers is especially attractive, and presents concise descriptions with photographic views of the machines. Write the Kemp Smith Manufacturing Co. for more facts on this important subject of improved milling machines.

FINANCIAL NEWS

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office Manufacturers' Record.

Baltimore, Md., March 22.

The Baltimore stock market has been moderately active during the past week. While United Railways issues displayed some activity, there was less interest in them pending developments concerning the income bonds and stock. Consolidated Gas, Seaboard, Cotton Duck and G. B. S. Brewing were dull. In the general list there was a fair amount of business, with firm prices for investment securities.

In the trading United Railways common sold from 14½ to 15¾, with last sale at 14¼; the income bonds ranged from 64½ to 65¾, with last sale at 64½; the 4 per cents sold from 94¾ to 95¾, recovering to 94¼. Consolidated Gas was traded in at 87¼ to 88; the 6s at 110, and the 4½s at 103½; Seaboard common changed hands at 18¾ to 18¾; the preferred at 38½; the rights at 7½ and 5¼; the new common at 26 to 25; the new first preferred at 83; the new second preferred at 52 and 53; the 4s from 90½ to 91; the 10-year 5s at 104¼, and the 3-year 5s at 100¼ and 100¼. Cotton Duck common sold at 9; the income bonds from 32½ to 33½, and the 5 per cents from 77 to 78. G. B. S. common was dealt in at 7¾ to 8; the incomes from 26½ to 28, and the 1sts from 55 to 56½.

Bank stocks sold as follows: Old Town, 11; First National, 150; Bank of Commerce, 25; Commercial and Farmers' blue certificates, 140; Union, 127.

Trust and other company stocks sold as follows: Maryland Casualty, 59½ to 61; Fidelity & Deposit, 167 to 165; International Trust, 142; United States Fidelity, 119; Mercantile Trust, 154; Fidelity & Deposit rights, 6½ and 7.

Other securities were traded in as follows: Alabama Consolidated Coal & Iron common, 63 to 65; the 5s at 93; Atlantic Coast Line of Connecticut, 370 to 362½; do. do. 4s, 94; do. do. 4s, certificates, 5-20s, 98 to 96¾; do. do. 5s, certificates, 116; Atlantic Coast Line new 4s, certificates, 94¾ to 95; do. Consolidated 4s, 101¾ to 101¼; Amestonia & Potomac 5s, 108½; Charleston Consolidated Electric 5s, 95 to 96½; Indiana Northern Traction 5s, 97½ to 97¾; Lexington Street Railway 5s, 103½ to 104¼; Virginia Midland 2ds, 118; Western Maryland 4s, 93½ to 93¼; Baltimore City 3½s, 193½, 107½ to 108¼; do. do. 1930, 107; City & Suburban 5s (Baltimore), 114¾; Lake Roland Elevated 5s, 119½; Raleigh & Augusta 6s, 125¼; Carolina Central 4s, 99¾ to 99¾; Macon Railway & Light 5s, 98¾ to 99½; Petersburg A 5s, 115; Virginia Railway & Electric Development 5s, 101½; Consolidation Coal refunding 4½s, 100¾ and 100¾; Merchants' Coal 5s, 94¼; Central Railway 5s, 118¾; Colorado Southern 4s, 93½; Florida Southern 4s, 98¾; Maryland Telephone 5s, 101½ to 101; Baltimore Brick preferred, 56; Georgia & Alabama Consolidated 5s, 112½; South Carolina & Georgia 5s, 109½; Georgia, Carolina & Northern 5s, 113; City of Roanoke 6s, 1918, 110; Canton Company, 93; Northern Central 5s, 119¾; Virginia Centurys new 3s, 96½; Baltimore City 3½s, 1940, 108; do. do. 1928, 108 to 107¾; Coal & Iron Railway 5s, 106; Maryland & Pennsylvania 4s, 93¾.

For Cotton Duck stock not in the voting trust 11 was bid.

The Snyder National Bank of Snyder, Texas (noted in last week's issue of the

MANUFACTURERS' RECORD), has begun business.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended March 22, 1905.

Railroad Stocks.	Par.	Bid.	Asked.
Atlantic Coast Line.....	100	100	102
Atlantic Coast Line of Conn.....	100	350	370
Charleston Con. Ry. G. & E.....	50	20	...
Georgia Sou. & Fla. 1st Pref.....	100	100	...
Georgia Sou. & Fla. 2d Pref.....	100	66	...
Macon Railway & Light.....	100	28	35
Macon Railway & Light Pref.....	100	80	...
Norfolk Railway & Light.....	25	12	12 1/2
Seaboard Railway Common.....	100	18 1/2	19 1/4
Seaboard Railway Preferred.....	100	28 1/2	29
United Railways & Elec. Co.....	50	13 1/2	15

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	100	100	102
Commercial & Far. Nat. Bank.....	100	135	140
Drovers & Mech. Nat. Bank.....	100	190	205
First National Bank.....	100	100	150
German-American Bank.....	100	105	...
Mechanics' National Bank.....	100	109	...
National Bank of Baltimore.....	100	120 1/2	122 1/2
National Bank of Commerce.....	100	15	27
National Exchange Bank.....	100	100	184 1/2
National Howard Bank.....	100	11 1/4	...
National Mechanics' Bank.....	100	25	27
National Union Bank of Md.....	100	126 1/2	128
Old Town Bank.....	100	11	...
Third National Bank.....	100	100	135
Western National Bank.....	20	39 1/2	41

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Central Real Estate & Trust.....	50	55	60
Continental Trust.....	100	161	167 1/2
Fidelity & Deposit.....	100	165	165 1/2
International Trust.....	100	141	142 1/2
Maryland Casualty.....	25	60 1/2	64
Mercantile Trust & Deposit.....	50	150	...
Union Trust.....	100	62 1/2	...
U. S. Fidelity & Guaranty.....	100	100	120

Miscellaneous Stocks.	Par.	Bid.	Asked.
Alabama Con. Coal & Iron.....	100	62	65
Ala. Con. Coal & Iron Pref.....	100	85	95
Consolidated Gas.....	100	88	90
Consolidation Coal.....	100	80	82
Cotton Duck Voting Trust.....	100	7 1/2	9
G. B. & S. Brewing Co.....	100	7 1/2	8 1/2
George's Creek Coal.....	100	60	...
Mer. & Miners' Trans. Co.....	100	175	...

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1916.....	100	93 1/2	...
Atlanta & Charlotte 1st 7s, 1907.....	100	106	107
Atlan. Coast Line 1st 5s, 1902.....	100	101 1/4	102
Atlantic Coast Line 4s, 1902.....	100	93	95
Atlantic Coast Line (Conn.) 5s.....	100	115	116
Atlantic Coast Line (Conn.) 4s.....	100	95	96
Carolina Central 4s, 1915.....	100	99 1/2	100 1/2
Coal & Iron Railway 5s, 1920.....	100	106 1/2	107 1/2
Columbia & Greenville 1st 6s, 1916.....	100	117 1/4	...
Florida Southern 4s, 1910.....	100	98 1/2	99
Georgia & Alabama 5s, 1915.....	100	112 1/4	113
Georgia, Car. & North 1st 5s, 1909.....	100	112 1/2	113
Georgia Pacific 1st 6s, 1922.....	100	125	...
Georgia South. & Fla. 1st 5s, 1915.....	100	114 1/2	...
Maryland & Pennsylvania 4s, 1901.....	100	91	...
Petersburg, Class A 5s, 1915.....	100	115	116
Petersburg, Class B 5s, 1920.....	100	128	...
Piedmont & Cum. 1st 5s, 1911.....	100	105 1/2	...
Potomac Valley 1st 5s, 1911.....	100	116	119
Raleigh & Augusta 1st 6s, 1926.....	100	125	125 1/4
Richmond & Danville Gold 6s, 1915.....	100	116	...
Savannah, Fla. & West. 5s, 1934.....	100	115	...
Seaboard Air Line 4s, 1900.....	100	90 1/2	91
Seaboard Air Line 5s, 10-year, 1911.....	100	104	...
Seaboard Air Line 5s, 5-year, 1911.....	100	99 1/2	100 1/4
Seaboard & Roanoke 5s, 1920.....	100	109	...
Southern Railway Con. 5s, 1904.....	100	119	...
Virginia Midland 1st 6s, 1906.....	100	101	...
Virginia Midland 2d 6s, 1911.....	100	110	...
Virginia Midland 3d 6s, 1916.....	100	117	118 1/2
Virginia Midland 4th 3-4-5s, 1921.....	100	110	...
Virginia Midland 5th 5s, 1926.....	100	114	...
Western Maryland new 4s, 1905.....	100	93 1/2	93 1/4
West. North Carolina Con. 6s, 1914.....	100	112	113
West Virginia Central 1st 6s, 1911.....	100	112	113
Wilmington, Col. & Aug. 6s, 1910.....	100	109	...
Wilmington & Wel. Gold 5s, 1935.....	100	118	...

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1919.....	100	108 1/2	109
Augusta Rwy. & Elec. 5s, 1910.....	100	104	105 1/2
Baltimore City Passenger 5s, 1911.....	100	107	...
Baltimore Traction 1st 5s, 1920.....	100	112	...
Baltimore Traction Conv. 5s, 1906.....	100	100	...
Central Ry. Con. 5s (Balt.), 1932.....	100	118 1/2	119
Central Ry. Ext. 5s (Balt.), 1932.....	100	118 1/2	119
Charleston Con. Electric 5s, 1909.....	100	96 1/2	97 1/2
City & Suburban 5s (Balt.), 1932.....	100	114 1/2	115
City & Suburban 5s (Wash.), 1948.....	100	107 1/2	108
Lake Roland Elev. 5s (Balt.), 1942.....	100	119	120
Lexington Railway 1st 5s, 1919.....	100	103 1/2	105
Macon Rwy. & Lt. 1st Con. 5s, 1953.....	100	99	99 1/2
Metropolitan 5s (Wash.), 1925.....	100	118 1/2	121
Newport News & Old Pt. 5s, 1938.....	100	96	94 1/4
Norfolk Railway & Light 5s.....	100	112 1/2	114
Norfolk Street Railway 5s, 1944.....	100	120	121
North Baltimore 5s, 1942.....	100	94	94 1/4
United Railways 1st 4s, 1949.....	100	64 1/2	64 3/4

Miscellaneous Bonds.	Par.	Bid.	Asked.
Alabama Consol. Coal & Iron 5s.....	100	93	93 1/4
Atlanta Gaslight 1st 5s, 1917.....	100	104	...
Consolidated Gas 5s, 1910.....	100	110	...
Consolidated Gas 5s, 1920.....	100	116 1/2	117 1/2
Consolidated Gas 4 1/2s, 1915.....	100	103 1/2	103 3/4
G. B. & S. Brewing 1st 3-4s.....	100	56	57
G. B. & S. Brewing 2d Income.....	100	28 1/2	29
Maryland Telephone 5s.....	100	100 1/2	101
Mt. V. & Woodb'y Cot. Duck 5s.....	100	77	77 1/2
Mt. V. & Woodb'y Cot. Duck Inc.....	100	32 1/2	33 1/2
United Elec. Light & Power 4 1/2s.....	100	97 1/2	98 1/4

Consolidation Coal Report.

The annual report of the Consolidation Coal Co. for the calendar year 1904 shows a gratifying condition of its affairs. The gross earnings were \$4,130,588; net earnings, \$1,231,004; total income, \$1,563,307; net income after the payment of charges, \$1,156,353. After setting aside \$636,019 for reserves, depreciation, dividends and extra dividends there was carried to profit and loss for the year \$520,334, making a total to the credit of that account of \$2,554,950. During the year the company mined 1,833,371 tons of coal,

an increase of 79,588 tons over the next preceding year, making the largest year in the history of the company.

The Fairmont Coal Co., an allied corporation, also reports for 1904 gross earnings from mines, \$3,754,152; net earnings, \$874,654; total income, \$1,206,986; net income after the payment of charges, \$643,934. After the payment of dividend and extra dividend amounting to \$360,000 there was left a total to the credit of profit and loss at the end of 1904 of \$2,921,527.

The Somerset Coal Co., another allied corporation, shows gross earnings from mines, \$975,298; net earnings, \$202,242; total income, \$231,604. After the payment of charges there was carried to the credit of profit and loss \$24,739, making a total credit to profit and loss at the end of 1904 of \$806,262.

Bank Reports.

The First National Bank of Birmingham, Ala., reports on March 14 loans and discounts, \$4,480,407; total cash, \$2,805,331; capital, \$500,000; surplus and profits, \$308,479; total deposits, \$6,630,176; total resources, \$7,938,656. W. P. G. Harding is president, and J. H. Barr, vice-president and cashier.

The Birmingham Trust & Savings Co. of Birmingham, Ala., reports on March 14 loans and discounts, \$2,094,184; total cash, \$1,550,052; capital, \$500,000; surplus, \$175,000; undivided profits, \$64,931; total deposits, \$3,162,842; total resources, \$3,882,874. Arthur W. Smith is president, and W. H. Manly, cashier.

The First National Bank of Richmond, Va., reports on March 14 total resources, \$6,078,423; loans and discounts, \$4,175,441; cash and due from banks, \$1,113,528; capital, \$600,000; surplus fund, \$400,000; undivided profits, \$144,700; deposits, \$3,865,329. John B. Purcell is president, and John M. Miller, Jr., is vice-president and cashier.

Life Insurance Investments.

Recently the MANUFACTURERS' RECORD referred to a Southern firm which makes a specialty of purchasing life-insurance contracts from policy-owners who may find it necessary to dispose of their holdings. It was stated that the purchasers offered more than the insurance companies' cash or loan values amounted to in any instance where the policy will be accepted at all. It may be of interest to state that the firm's offers range from 10 per cent. upwards, the average being 25 per cent. greater than the amount obtainable from the insurance company before maturity. In one exceptional case 50 per cent. more was allowed. Messrs. Adams & Boatwright of Danville, Va., is the firm referred to.

New Corporations.

The Oktaka Bank & Trust Co. has been incorporated at Oktaka, I. T., with \$25,000 capital.

The Hugo National Bank has been organized at Hugo, I. T., by local parties and J. F. McReynolds of Paris, Texas.

The Bank of Edgewood is being organized at Edgewood, Texas, with \$15,000 capital. C. H. Fisher, it is reported, will be cashier.

The Citizens' Bank of Douglas, Ga., is reported to have opened a branch bank at Nicholls with \$30,000 capital. E. L. Tanner is cashier.

The Butler State Bank of Butler, O. T., has been chartered, with \$10,000 capital, by T. K. Winter, George J. Ames, F. A. Moser and G. J. E. Moser.

The First National Bank of Boswell, I. T., capital \$35,000, has been authorized to begin business with W. D. Wilkins as president, and V. Bronaugh, cashier.

The First National Bank of Lonaconing, Md., recently incorporated with \$25,000 capital, will have M. A. Patrick as president and W. W. Shultice as cashier.

The Okemah National Bank of Okemah, I. T., has been approved; capital \$25,000. The organizers are F. T. Miller, George Gaeng, A. J. Martin, J. E. Galloway and Burr Randles.

The Bank of Coldwater has been authorized to begin business at Coldwater, O. T., with \$10,000 capital. J. B. Ferguson of Enid is president, and E. A. Pendarvis, cashier.

The Bank of Fayetteville of Fayetteville, N. C., has been reorganized with \$100,000 capital, and it is reported, will be ready for business about April 1. H. W. Lilly is president.

The Love Trust Co. of Gastonia, N. C., has been chartered with \$50,000 capital. The officers are: President, J. F. Love; vice-president, Edgar Love; treasurer, Robert A. Love.

The Bank of Swansea at Swansea, S. C., capital \$15,000, has been granted a commission. The incorporators are W. H. F. Rast, Paul E. Hutto, W. D. Rast, W. H. Witt and others.

Articles of incorporation for the United Permanent Building and Loan Association have been filed at Towson, Md., by Michael Wagner, J. E. Tyler, Jr., J. Gordon Crawford and John G. Woehner.

The Virginia National Bank of Petersburg, Va., capital \$300,000, has been approved. The organizers are Joseph W. Seward, Moses R. Saal, Barrett Roper, C. C. Alley, Thos. B. Maclin and E. J. Collins.

The First National Bank of Tioga, Texas, has been approved; capital \$25,000. The organizers are A. J. Mershon, M. W. Gilliland, Matt Bradley, E. E. Ledbetter, F. H. Anderson and L. A. Mershon.

The First National Bank of Manchester, Mo., has been authorized to begin business with \$25,000 capital. The officers are John Strasser, president; August Meisch, vice-president; E. J. Archinad, cashier.

The American National Bank of Talihina, I. T., has been approved; capital \$25,000. The organizers are John J. Thomas, Talihina, I. T.; D. Thomas, Sam T. Roberts, Jr., Atha N. Thomas and T. B. Lunsford.

The Tidewater Realty Corporation has been chartered at Norfolk, Va., with from \$60,000 to \$100,000 capital. The officers are F. W. McCullough, president; C. M. Barnett, vice-president, and T. F. Tilghman, treasurer.

The Pierce Investment Trust Co. has been incorporated at St. Louis, Mo., with \$5,000,000 capital. The shareholders are Henry Clay Pierce, Eben Richards, John D. Johnson, Clay Arthur Pierce and Stephen Johnson.

The Bank of Rochelle at Rochelle, Ga., has been granted a charter; capital \$25,000. The incorporators are John N. King, C. T. King, S. B. Reid, W. G. Brown, H. Marshburn and J. P. Dorster of Wilcox county, and H. R. Smith of Emanuel.

It is reported that the Morehead Banking Co. of Durham, N. C., is to be changed from a State to a national banking institution; also that a plan is being promoted to establish another State bank to take the place of the Morehead.

The following have been elected directors of the State Bank of Gulfport, recently organized at Gulfport, Miss., with \$75,000 capital: Judge Kimbrough, J. I. Ballenger, George P. Hewes, T. H. Barrett, J. R. Hill, F. B. Hewes, J. F. Stuard.

The First National Bank, with \$15,000 capital, has been authorized to begin business at Savoy, Texas, with the following officers: H. H. Arterberry, president; S. D. Simpson, first vice-president; E. T. Cook, cashier; R. H. Cook, assistant cashier.

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The T. & C. Fire Insurance Co., to be located at Dallas, Texas, with \$100,000 capital, has been approved. The organizers are J. T. Trezevant, Sam P. Cochran, C. C. Kinney, H. C. Dunn, B. A. Killough, Paul A. Florin and A. F. Pillet.	
It is reported that a banking and trust company with \$100,000 capital is being promoted at Laurel, Miss., by P. H. Saunders, capitalist, of Oxford, Miss.; R. W. Jones, Jr., president of the Oriental Bank of New York; E. K. Stallo, S. M. Jones and others of Laurel.	
Application for a charter for the Houston Banking Co., to be located at Perry, Ga., with \$25,000 capital, has been made by J. J. Washburn, A. A. Smoak, H. M. Holtzclaw, F. M. Houser, B. C. Holtzclaw, W. D. Day and J. H. Davis, all of the county of Houston.	

[For Additional Financial News, See Pages 34 and 35.]

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